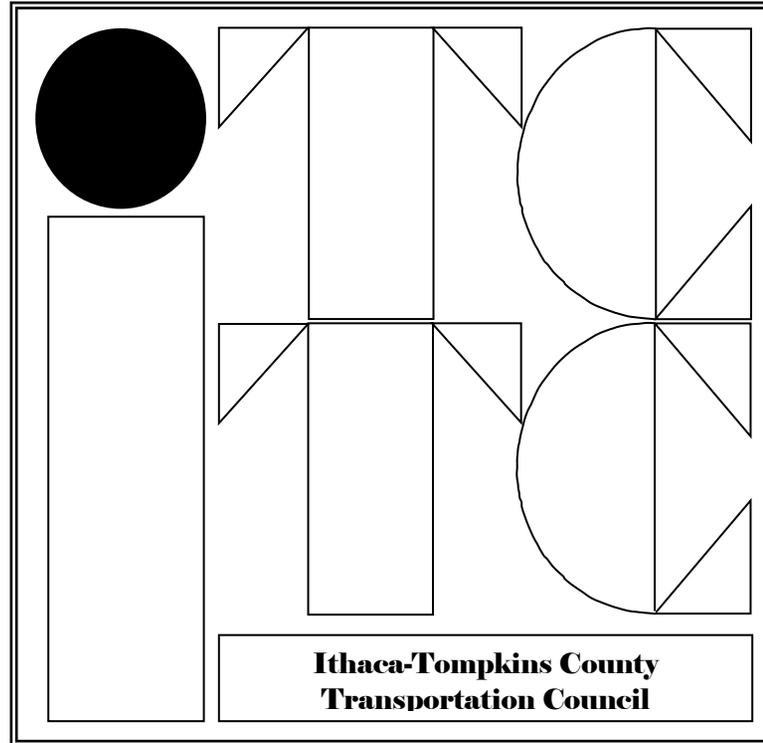


ITHACA-TOMPKINS COUNTY TRANSPORTATION COUNCIL



2020-2024

TRANSPORTATION IMPROVEMENT PROGRAM

APPROVED JUNE 18, 2019

This version was updated as of 9/15/2020



ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL

2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM

ABSTRACT

TITLE: 2020-2024 Transportation Improvement Program (TIP)

AUTHOR: *Ithaca-Tompkins County Transportation Council*

SUBJECT: Five-year program of federally funded transportation planning projects to be accomplished within Tompkins County, the planning region for Ithaca-Tompkins County Transportation Council, Metropolitan Planning Association for the Ithaca Urbanized Area.

DATE: June 18, 2019

SOURCE OF COPIES: Ithaca-Tompkins County Transportation Council
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The 2020-2024 TIP may be viewed on the Internet at: <http://www.tompkinscountyny.gov/itctc/tip>

NUMBER OF PAGES: 95

ABSTRACT: The purpose of this document is to provide members of the metropolitan planning organization, transportation providers, the public and other affected groups and individuals with a general description of the transportation planning activities to be accomplished during the period from October 1, 2019 through September 30, 2024, utilizing Federal funds.

This document is in accordance with the final Metropolitan Planning Rule (23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 81, No. 103, May 27, 2016) as it pertains to the development of the Transportation Improvement Program (§450.326).

Comments regarding the contents of this document should be directed to the Director of the *Ithaca-Tompkins County Transportation Council*.

ADOPTION AND AMENDMENTS: The Planning Committee reviewed the draft TIP on April 16, 2019 and June 18, 2019, and recommended approval of the document to the Policy Committee.

The Policy Committee approved the TIP on June 18, 2019 via Resolution 19-04 *Adopting the 2020-2024 Transportation Improvement Program*.

The preparation of this document was financed through grants from and disseminated under the sponsorship of the Federal Transit Administration and the Federal Highway Administration (U.S. Department of Transportation). The United States Government assumes no liability for its contents or use thereof.

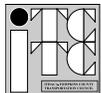
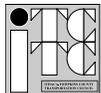


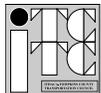
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PROJECT DIRECTORIES

**Note: Projects are listed in order of Project
Identification Number (PIN) and
Page Number**



click on the PIN to go directly to a project table.

2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM DIRECTORY SORTED BY PROJECT IDENTIFICATION NUMBER (PIN); page 1 of 2			
PIN	PROJECT NAME	SPONSOR	PAGE
301603	RT.96B Over Buttermilk Creek Tributary Bridge	NYSDOT	30
305766	Route 13 over Six Mile Creek Element Specific Bridge Repairs	NYSDOT	31
305767	MbC SR 13/34/96, Elmira Road to North Ithaca City Line	NYSDOT	32
305769	Signalized Safety Improvement Project, Rt.13 W.Clinton St to South of Willow Ave.	NYSDOT	33
331439	Rt.34 over Norfolk Southern RR Bridge Rehab	NYSDOT	34
360379	MbC SR 366 Ithaca City Line to SR 13/366 Interchange	NYSDOT	35
375452	Town of Ithaca, Gateway Trail (Pedestrian and Bicycle Path)	Town of Ithaca	36
375589	Cecil Malone Dr over Flood Relief Channel	City of Ithaca	37
375592	Elmira Road Overlay and Signal Replacement	City of Ithaca	38
375593	CR110, Ellis Hollow Road	Tompkins County	39
375610	Pine Tree Road -Two Intersections Safety Improvements	Tompkins County	40
375615	South Cayuga St. over Six Mile Creek Bridge Deck	City of Ithaca	41
375617	Town of Newfield Main Street Bridge Replacement: New Construction Phase	Town of Newfield	42
375618	Ludlowville Road over Salmon Creek: Bridge Replacement	Tompkins County	43
375619	Fall Creek Road Bridge Rehabilitation	Tompkins County	44
375620	State St. Mill and Repave from E. Green St./Seneca Way to Eddy St.	City of Ithaca	45
375650	Local Pedestrian Safety Action Plan (PSAP) Project, City of Ithaca, Tompkins County	City of Ithaca	46
375652	Central Chapel Rd. over Boice Creek Bridge	Tompkins County	47
375653	CR109 over Fall Creek Bridge	Tompkins County	48
375659	Cemetery Rd. over Trumansburg Creek Bridge	Town of Ulysses	49
375668	South Albany St Bridge over Six Mile Creek	City of Ithaca	50
375669	Stewart Ave Bridge over Fall Creek, Painting	City of Ithaca	51
380754	Regional Bridge Deck and Joint Repairs 2020	NYSDOT	52
380760	Regional Pavement Marking and Roadway Delineators (RPMARD) 2020	NYSDOT	53
380761	RPMARD 2021	NYSDOT	54
380762	Regional Large Culvert Repair/Replacement-various locations	NYSDOT	55
380768	RPMARD 2022	NYSDOT	56
380769	RPMARD 2023	NYSDOT	57
380770	RPMARD 2024	NYSDOT	58
395062	Rt.96B (Danby Rd.) Sidewalk Project, I.C. Entrance to Ithaca City Line, Town of Ithaca, Tompkins Co.	Town of Ithaca	59
395069	Walking Safe Cayuga Heights	Village of Cayuga Heights	60

**2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM
 DIRECTORY SORTED BY PROJECT IDENTIFICATION NUMBER (PIN); page 2 of 2**

395071	Dryden Rail Trail Phase 2	Town of Dryden	61
395075	Black Diamond Trail Bridge Over Flood Control Channel	City of Ithaca	62
3BNY02	Bridge NY-Freese Rd Over Fall Creek	Town of Dryden	63
3M1804	Bridge JOC 2020	NYSDOT	64
3M1904	Bridge JOC 2022	NYSDOT	65
3M2001	Bridge Clean and Wash 2020	NYSDOT	66
3M2004	Bridge Job Order Contract 2024 (JOC)	NYSDOT	67
3M2201	Bridge Clean and Wash 2021	NYSDOT	68
3M2401	Bridge Clean and Wash 2023	NYSDOT	69
RC0000	Rail Crossings Block	Will vary according to project	70
RT0000	Regional Trails Block	Will vary according to project	71
TA0000	Transportation Alternatives Block	Will vary according to project	72
Various PINs	Federal Transit Tables		73

OVERVIEW

FEDERAL REQUIREMENTS

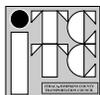
Under Section 134 of Title 23, United States Code and Section 5303 of the Federal Transit Act of 1964, as amended by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act and currently, the Fixing America's Surface Transportation Act (FAST-Act), the Congress of the United States has stated that:

"It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be **continuing, cooperative, and comprehensive** to the degree appropriate, based on the complexity of the transportation problems."

In accordance with this directive, Metropolitan Planning Organizations (MPOs) are designated for each urbanized area of more than 50,000 population by agreement between the Governor and units of general purpose local government. It was originally determined that the Ithaca area had achieved "metropolitan" status after the 1990 Census,

On September 30, 1992, the Governor of the State of New York joined with the County of Tompkins, the City of Ithaca, the Town of Ithaca, the Villages of Lansing and Cayuga Heights in executing the Memorandum of Agreement formally designating the Ithaca-Tompkins County Transportation Council (ITCTC) as the MPO for the Ithaca-Tompkins County Urbanized Area. In December of 1994, the ITCTC expanded its Metropolitan Planning Area Boundary to cover all of Tompkins County. In conjunction with this geographic expansion, the membership of the ITCTC was expanded to include the remaining eight Towns in the County. In November 1996 the Memorandum of Agreement was amended to include the Town of Dryden as a voting member of the ITCTC Policy Committee.

The latest final Metropolitan Planning Rule (23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 81, No. 103, May 27, 2016§450.326) requires that " the MPO in cooperation with the State and any affected public transportation operators shall develop a Transportation Improvement Program (TIP) for the metropolitan planning area". This TIP must cover a period of no less than four years, must be updated at least every four years, must be approved by the MPO and the Governor, and must be financially constrained by (federal fiscal) year and by funding category. The TIP must consider all projects or phases within the metropolitan planning area proposed for funding under Title 23 U.S.C, the Federal Highway Act, and Title 49 U.S.C, Chapter 53, the Federal Transit Act (with certain exceptions as specified in 450.324(e)(1-7)).



MPO STRUCTURE

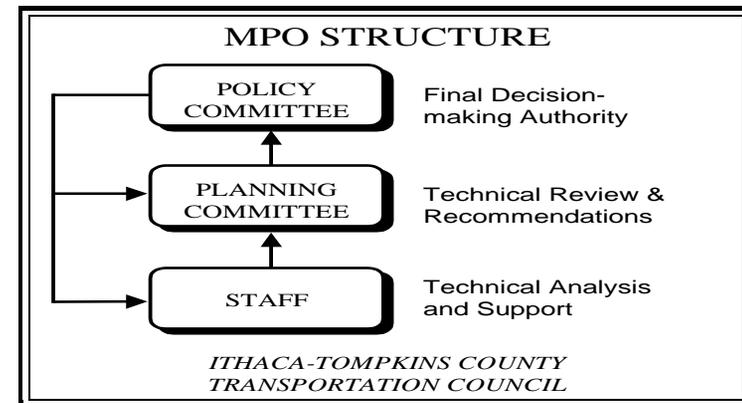
As the designated MPO for the Ithaca metropolitan area, the *ITCTC* is responsible for conducting a transportation planning process that is "continuing, cooperative, and comprehensive". To achieve this objective, the *ITCTC* is structured at three levels.

The **Transportation Policy Committee** is the final MPO decision-making authority. Its primary local member governments include Tompkins County, City of Ithaca, Towns of Ithaca and Dryden and Villages of Cayuga Heights and Lansing. Their highest elected officials represent each of these in the Policy Committee. A representative of the New York State Department of Transportation, which represents the Governor, sits as the final primary voting member. Cornell University, Tompkins Consolidated Area Transit, the Towns of Caroline, Danby, Enfield, Groton, Lansing, Newfield, and Ulysses, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are also represented as non-voting members. The voting members of the Policy Committee have agreed to act by "consensus". [*Consensus means no negative vote is cast by an affected voting member present at the meeting. An abstention is not counted as a negative vote.*] Section II.A.3 of the Unified Operations Plan.]

The **Transportation Planning Committee** is responsible for coordinating and managing the area's transportation planning activities and providing technical advice to the Policy Committee. The Planning Committee is composed primarily of lead technical staff members from the member entities and local transit operators.

The **Central Staff** is responsible for performing the administrative and technical services necessary to operate the MPO. The efforts of the Central Staff are supplemented by the "in-kind services" of various participants in the MPO process.

The Unified Operations Plan, adopted by formal resolution in August 1992 and updated on May 2000 and May 2015, guides the operations and procedures of the ITCTC. This document specifies that the Transportation Planning Committee has the principal responsibility for the preparation of the Transportation Improvement Program (UOP Section II.B.7.d).



PROJECT SCREENING PROCESS

The *Ithaca-Tompkins County Transportation Council* works in partnership with the *New York State Department of Transportation-Region 3* (Syracuse, New York) to develop a Transportation Improvement Program that is compatible with the State planning goals and available federal funds. The TIP development process involves four basic phases:

I. Estimating Available Funds: Available highway funds were estimated in cooperation with NYSDOT Region 3. NYSDOT Main Office (Albany, NY) provided the Regions with regional planning targets based on federal apportionments levels. Region 3 produced sub-allocations for the ITCTC area that were reviewed by ITCTC staff and the ITCTC Planning Committee. It is the ITCTC's understanding that the final TIP reflects reconciliation of estimated resources for the ITCTC area with those of the rest of NYSDOT Region 3, including the Syracuse Metropolitan Transportation Council.

Available transit funding was determined from the Federal Register in coordination with NYSDOT and Tompkins County as the designated recipient of Federal Transit Administration (FTA) funds. Tompkins County worked closely with the local public transportation agency, Tompkins Consolidated Area Transit (TCAT), to develop the FTA Tables included in the TIP.

Sponsors of already programmed projects were asked to update the funding needs and schedules for existing projects. Funding was then programmed based on available funding estimates for the ITCTC planning area, ensuring that programmed funding never surpassed available federal funding to achieve the goal of fiscal constraint (i.e. programmed funds do not exceed the ITCTC sub-allocations).

II. Project Solicitation: Eligible participants, including municipalities, county, state and transit representatives, were asked to submit fundable proposals for their priority transportation projects consistent with the federal aid surface transportation programs. Submissions were made directly to the ITCTC.

III. Project Evaluation: Projects were reviewed by ITCTC staff, and NYSDOT. Evaluation of projects was based on project factors such as implementation schedule, project readiness, requested funding levels and other planning factors specific to each project. The TIP project sponsors worked in a series of meetings to develop a draft list of projects to be presented to the Planning Committee.

IV. Project Programming: The ITCTC Planning Committee reviewed the recommended list of projects to ensure it supports the agency's Long-Range Transportation Plan (LRTP) and to ensure coordination with local plans, budgets, schedules and projects. The projects in the resulting priority list were assigned to the appropriate federal-aid funding programs. Projects were then programmed based on available funding estimates, ensuring that programmed funding did not surpass available federal funding. Final approval of the TIP took place after a public outreach and review process.

PROJECT SELECTION PROCESS

"Project Selection" is a term that is applicable in conjunction with the management of the approved Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). It is not the process used to identify projects that would be added to the TIP and/or STIP. That process is described above under 'Project Screening'. Under the Metropolitan and Statewide Planning Rules and Regulations (23 CFR Part 450.332), the term "Project Selection" refers to the process or mechanism used to manage project implementation from an approved and fiscally constrained TIP and/or STIP.

The Project Selection Process authorized by the *Ithaca-Tompkins County Transportation Council* is based on a process that was developed and suggested by New York State Department of Transportation to provide statewide compatibility between MPO and State DOT processes. The process described below shall be considered as an integral component of the Transportation Improvement Program approved by the *Ithaca-Tompkins County Transportation Council*.

1. Projects identified in the first year of the TIP/STIP have first right to the funds available. To the extent that all the projects are ready to be authorized and the actual costs match the programmed costs, no Project Selection is required.

2. If the value of a project or projects in the first year of a TIP/STIP increase from the programmed cost when it is ready for authorization, it will be necessary to maintain the fiscal integrity of the fund category in the Federal Fiscal Year in order to obtain Federal authorization. Generally, this will require that savings in other first-year projects be identified. If that cannot be demonstrated, other first-year projects (or phases) would need to be deferred to later years. If they are deferred to later years, it is important to remember that fiscal balance in years 2 and 3 of the TIP/STIP must also be maintained. This may necessitate deletion of scheduled projects in years 2 or 3, or deferral to years 4 or 5. Even though this sounds onerous, it often entails only minor schedule change of a project (e.g., September 2020 to October 2020).
3. It is occasionally necessary to revise the fund category to ensure timely authorization of an approved project. It is proposed that this action be permitted under project selection if the fiscal integrity of each affected fund category is maintained.
4. The most likely situation that would require Project Selection occurs because of savings incurred as a project is authorized (or bid) or when the schedule of a project slips causing the authorization to be deferred to a subsequent Federal Fiscal Year. In these instances, it will be necessary to select a project from the second or third year of the TIP/STIP for authorization if the lapsing of funds in the current Federal Fiscal Year is to be avoided.
5. The basis for selecting Title I (highway) projects from years 2 and 3 or revising fund categories would be, to the extent possible, to select a project that is ready to be authorized from the same geographic area (MPO or non-metropolitan area), then from the same NYSDOT Region, and finally, from anywhere within the State. For Title I (highway) projects, NYSDOT will be responsible for project selection and, if necessary, revising the fund category.
6. It is proposed that for Title III (transit) projects, the grantee is permitted to select project(s) from years 2 and/or 3 of the TIP/STIP to replace first-year project(s) of equal value that will not be ready for authorization at the time the grantee prepares and submits the grant application to the FTA. If the grantee does not have projects in years 2 and/or 3 of the TIP/STIP, the grantee will consult with the MPO and with NYSDOT to identify other Title III projects in the TIP/STIP that can be authorized in the first year.
7. For Title I funded projects, the Department will report to the MPO on a quarterly basis if the Project Selection procedures are implemented. Similarly, for the Title III funded projects, the Transit Operator will report to the MPO on a quarterly basis if they utilize the Project Selection procedures in submitting a grant application to the FTA.

COORDINATION

Long Range Transportation Plan

Many of the projects in the TIP are aimed at increasing the efficiency and safety of the transportation system. This approach reflects the general philosophy, articulated in Federal legislation and NYSDOT's guidance, encouraging strong asset management practices that focus investments in current infrastructure through preventive, corrective and demand maintenance, with the aim of preserving the functionality of the existing transportation system.

The TIP seeks to provide components for an integrated transportation system that is multimodal in nature, provides for the relief of vehicular congestion and maximizes the mobility of people and goods. The project development process acknowledges the limited funding resources available to meet the costs of new construction, improvements and maintenance. The increased need to address concerns over energy conservation, the environment and air quality, interests of bicyclists and pedestrians, and concerns over preservation of neighborhoods and the vitality of local areas, require a strategic Transportation Improvement Program.



The Transportation Policy Committee approved the ITCTC's 2035 Long Range Plan, on December 2014. The projects contained within this TIP are in conformance with the goals, policies and recommendations articulated in the long-range transportation plan.

Transportation Systems Management

Transportation Systems Management (TSM) is the name given to the concept of more efficiently using existing transportation systems by means other than large-scale new construction. TSM embraces a host of measures, all with the purpose of seeking to achieve better results from existing facilities rather than creating new highways and transit systems. These measures tend to be subtle, low-cost, and can be implemented rapidly compared to new capital construction. All tend to have minimal or no right of way space required as they are fitted into or on existing systems or are simply policies applied to whole areas. The rising costs of construction and operation of new facilities coupled with the level of available funding and the environmental, social, cultural and economic concerns of the area's residents and officials, have led to a greater emphasis on TSM activities in the Ithaca-Tompkins County Metropolitan Area.

Special Efforts for the Elderly and Disabled

The passage of the Americans with Disabilities Act of 1990 (ADA) has accelerated trends towards a comprehensive demand-responsive transit network and the development of accessible line-haul service. All projects to be completed as part of the 2020-2024 Transportation Improvement Program will be completed in conformance with the pertinent requirements of ADA.

Air Quality

Tompkins County is classified as an air quality "attainment" area under the Clean Air Act Amendments of 1990 (CAAA). As such, no technical conformity analyses have been completed. The Long-Range Transportation Plan includes specific policy strategies intended to assist in maintaining compliance with National Ambient Air Quality Standards (NAAQS) in the greater Ithaca-Tompkins County Metropolitan Area.

Energy

No specific energy audits were conducted as part of the TIP process. No Regionally Significant Projects or Significant Project Changes have been identified in this TIP. However, the Long-Range Transportation Plan emphasizes transportation investments, which optimize energy conservation efforts. This TIP includes transit and bicycle/pedestrian projects that will have a positive impact on energy conservation efforts.

Public Participation

In December of 1993, the *Ithaca-Tompkins County Transportation Council* formally adopted its Public Involvement Procedures (PIP). There procedures were last updated June 26, 2007. In developing the TIP every effort was made to comply with federal requirements, including broader outreach to environmental, historic and other special interest community groups, and state and local government agencies. The Public Involvement Procedures address topics such as meeting notification, information access and availability, and public involvement in the planning process of the MPO. The procedures provide general-purpose thresholds for community participation on a general and continuous basis. The public has been notified and invited to participate in the development of the TIP through such channels as direct proposal solicitation, advertisements, use of list serves, web access and other media outreach efforts.

IMPACT ANALYSIS

- **Special Populations and Resources**

ITCTC staff utilized available Geographic Information System (GIS) data to analyze the impact of TIP projects on environmental and historic resources, and to determine their potential effects on minority, low income and elderly populations.

TIP projects involve inspection, maintenance or reconstruction of existing transportation facilities. These projects will not substantially change the “footprint” of the facility or its scale. As with any capital project there are bound to be interruptions in service, detours, etc. These are considered temporary in nature and are mitigated on-site during project implementation.

The impact analysis on special populations or resources did not identify significant adverse or unequal impacts resulting from the distribution and location of any TIP projects. The maps generated for this analysis can be found in the TIP Maps section at the end of this document.

- **FHWA and FTA Transportation Performance Management**

The ITCTC’s 2035 Long-Range Transportation Plan (Chapter 3: www.tompkinscountyny.gov/itctc/lrtp) includes a series of measurable objectives that are accompanied by performance measures and targets to be achieved. The table following this section, titled ‘TIP Performance Measures Analysis’, shows the expected area of impact of each of the projects included in the TIP. The exact impact of a project cannot be determined until it is built. Overall performance for the LRTP objectives is tracked over time and reported to the ITCTC. The bulk of the funding in this TIP is dedicated to repair and maintenance of the existing infrastructure. As a result, it is not surprising that Safety and Infrastructure performance objectives are the most affected by the 2020-2024 program.

Addressing Performance Targets

Background

Pursuant to MAP-21 (and carried through into the FAST Act), MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States*

Code [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Capital Assets Condition – To maintain the highway infrastructure and transit capital asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.

On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The Ithaca-Tompkins County Transportation Council’s (ITCTC) TIP was developed and is managed in cooperation with NYSDOT and Tompkins Consolidated Area Transit (TCAT). It reflects the

investment priorities established in the ITCTC’s latest Long-Range Transportation Plan (LRTP), which incorporates comments and input from affected agencies and organizations and the public.

TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets” [23USC §134(j)(2)(D)]. Metropolitan transportation plans (MTPs) or LRTPs adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

MPOs that do not adopt or amend their MTP/LRTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above and include “a description of the anticipated effects of the transportation improvement program toward achieving” said targets. This portion of the adopted TIP meets these requirements of 23USC §134(j)(2)(D).

Performance Targets

HSIP and Highway Safety

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce “the number of fatalities and serious injuries

resulting from motor vehicle crashes on public roads in New York State.” The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

The ITCTC agreed to support the NYSDOT statewide **2018 targets** for the following Safety PM measures based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* on October 24, 2017 via Resolution 2017-05:

- Number of Fatalities: 1,087
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): .87
- Number of Serious Injuries 10,635
- Rate of Serious Injuries per 100M VMT: 8.53
- Number of Non-motorized Fatalities and Serious Injuries: 2,833

The ITCTC agreed to support the NYSDOT statewide **2019 targets** for the following Safety PM measures based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* on September 11, 2018 via Resolution 2018-04:
Number of Fatalities: 1,068

- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): .86
- Number of Serious Injuries 10,442
- Rate of Serious Injuries per 100M VMT: 8.39
- Number of Non-motorized Fatalities and Serious Injuries: 2,716

Anticipated Effects

Safety is a critical component of the ITCTC’s mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be

included in the TIP. “To improve the safety of the overall transportation system” is an overarching goal of the ITCTC Long-Range Transportation Plan (LRTP). In addition, the LRTP includes goals and policies prioritizing safety as a base component of all infrastructure design. The Initial Project Proposal utilized during TIP development requires a description of each project’s safety benefits regardless of funding source. HSIP funded projects include additional safety analysis. The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area.

The ITCTC TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.

Bridge and Pavement Conditions

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the Federal Register. This second FHWA performance measure rule, which has an effective date of May 20, 2017, established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP).

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics¹: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating

¹ Per FHWA, “To ensure consistent definitions, a distinction between ‘performance measure’ and ‘performance Metric’ was made in 23 CFR 490.101. A ‘metric’ is defined as a quantifiable indicator of performance or condition whereas a ‘measure’ is defined as an expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets.” (FHWA Computation Procedure for the Pavement Condition Measures – FHWA-HIF-18-022, FHWA Office of Infrastructure and Office of Policy & Governmental Affairs, April 2018)

(PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition². The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The ITCTC agreed to support the NYSDOT statewide targets for the following NHS pavement and bridge condition performance measures on September 11, 2018 via Resolution 2018-05:

Performance Measure	NY Statewide Target 2-Year (2018-2019)	NY Statewide Target 4-Year (2018-2021)
Percentage of Interstate pavements in good condition	46.4%	47.3%
Percentage of Interstate pavements in poor condition	3.1%	4.0%
Percentage of non-Interstate NHS pavements in good condition	14.6%	14.7%
Percentage of non-Interstate NHS pavements in poor condition	12.0%	14.3%
Percentage of NHS bridges by deck area in good condition	23.0%	24.0%
Percentage of NHS bridges by deck area in poor condition	11.6%	11.7%

² The sum of total deck area of good or poor NHS bridges is divided by the total deck area of all bridges carrying the NHS to determine the percent of bridges in good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.

Anticipated Effects

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of ITCTC's mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the TIP. A key component of the ITCTC's action plan, included in the agency's 20-year Long Range Transportation Plan, is to maintain existing critical infrastructure and systems, including bridges and pavement. A focus on infrastructure will result in safety benefits and lower costs for users, improved movement of commerce and traffic in all modes and a more resilient transportation system. Tompkins County is a hilly area with numerous water features, maintaining its bridges is critical to protecting the functional integrity of the transportation system. The TIP includes multiple projects programmed with NHPP funds and other fund sources, such as *SR-13 Bridge over Six Mile Creek* and *State St. Mill and Repave*, that will result in enhanced pavement and bridge conditions.

The ITCTC's TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to the NHS pavement and bridge condition performance targets established by the State.

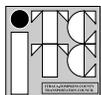
System Performance and Freight

On January 18, 2017, FHWA published the System Performance, Freight and Congestion Mitigation and Air Quality (CMAQ) Measures Final Rule in the *Federal Register*. This third and final performance measure rule, which has an effective date of May 20, 2017, established six performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The ITCTC meets all current air quality standards and is not subject to establishing targets for these performance measures.



The ITCTC agreed to support the NYSDOT statewide targets for the following system performance measures on September 11, 2018 via Resolution 2018-05. The established targets are as follows:

Performance Measure	NY Statewide Target 2-Year (2018-2019)	NY Statewide Target 4-Year (2018-2021)
Percentage of person-miles on the Interstate system that are reliable (Interstate LOTTR)	73.1%	73.0%
Percentage of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	N/A	63.4%
Index of reliability of travel times for trucks on the Interstate system (TTTR Index)	2.00	2.11

Anticipated Effects

Providing for the reliable movement of people and goods is a critical component of ITCTC’s mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP.

It is important to note that the ITCTC planning area, Tompkins County, is in attainment for air quality and does not participate in the CMAQ process. Similarly, Tompkins County does not have any interstate highways so the Freight targets, although supported by the ITCTC, cannot be addressed through project programming by the ITCTC. However, it is recognized that the System Performance target, Level Of Travel Time Reliability (LOTTR), on non-interstate roads is an important measure for Tompkins County. LOTTR impacts freight movement in our busiest state routes which connect to the interstate system in neighboring counties. LOTTR is also an important measure for commuter traffic and impacts the quality of life of all residents and travelers in Tompkins County. The TIP includes projects programmed with funds from various funding programs that have benefits to reliability in travel times for people and freight.

The ITCTC’s TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to the system performance and freight performance targets established by the State.

Transit Asset Management

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and sub-recipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes state of good repair (SGR) standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016.

Tompkins Consolidated Area Transit (TCAT) set the following transit asset management targets on June 7, 2018:

SGR performance measures:

1. No more than 25% of TCAT’s bus fleet (rolling stock) exceeds useful life benchmark (ULB).
2. No more than 25% of TCAT’s equipment (#1801 snow plow, #1201 service truck, #99 cube van) and service vehicles (9 total cars used to transport bus operators to and from relief points) exceeds useful life benchmark (ULB).
3. No more than 10% of support facilities - maintenance, administrative - and passenger facilities (including Green Street Station and all bus shelters) are rated below 'adequate' on the FTA's Transit Economic Requirements Model (TERM) scale.

The Ithaca-Tompkins County Transportation Council (ITCTC) agreed to support these transit asset targets on June 19, 2018 via Resolution 18-03. With this action, the ITCTC agreed to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

Anticipated Effects

The ITCTC TIP was developed and is managed in cooperation with TCAT. The TIP includes specific investment priorities that support the MPO's goals, including transit asset management, using a project selection process that is anticipated to address transit state of good repair in the MPO planning area. The MPO's goal of addressing transit asset condition is linked to the investment plan of TCAT, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The ITCTC's investments that address transit State of Good Repair can be reviewed in the TIP's *Federal Transit Administration Tables*. Listed projects address transit equipment, vehicles, infrastructure, or facilities, such as those in the following categories:

- Bus replacement;
- Equipment and service vehicle replacement;
- Repair, rehabilitation, and replacement of transit facilities and infrastructure.

The ITCTC anticipates that the TIP, once implemented, will contribute to progress toward achieving the established transit asset management targets. Improving the state of good repair (SGR) of transit capital assets is an overarching goal of the MPO.

Public Transportation Safety Program

Reserved for future use.



2020-2024 TIP PERFORMANCE MEASURES ANALYSIS			Expected TIP Project Impact on Trend (see more detailed performance measure definitions below):														
PIN #	PROJECT NAME	SPONSOR	SAFETY			INFRASTRUCTURE		CONGESTION	SYSTEM RELIABILITY					ENVIRONMENTAL SUSTAINABILITY			
			↓ Fatal Accidents & Injuries	↓ Bike-Ped Injury	↓ Bike-Ped Fatalities	↓ Deficient Bridges	↓ Poor Roads	↓ Congestion	↑ Transit	↑ Multi-Use Trails	↑ Bike Lanes	↑ Non-Drive Alone	↑ Sidewalks	↓ VMT	↓ CO2	↑ Urban Growth	↓ Veh/HH
			1	2	3	4	5	6	7a	7b	7c	7d	7e	8a	8b	8c	8d
301603	RT.96B Over Buttermilk Creek Tributary Bridge	NYS DOT	x			x											
305766	Route 13 over Six Mile Creek Element Specific Bridge Repairs	NYS DOT	x			x											
305767	MbC SR 13/34/96, Elmira Road to North Ithaca City Line, Paving	NYS DOT					x										
305769	Signalized Safety Improvement Project, Rt.13 W.Clinton St to South of Willow Ave.	NYS DOT	x					x							x		
331439	Rt.34 over Norfolk Southern RR Bridge Rehab	NYS DOT					x										
360379	MbC SR 366 Ithaca City Line To SR 13/366 Interchange, Paving	NYS DOT		x	x		x						x			x	
375589	Cecil Malone Dr over Flood Relief Channel	City of Ithaca				x											
375592	Elmira Road Overlay and Signal Replacement	City of Ithaca	x				x	x							x		
375593	CR110, Ellis Hollow Road	Tompkins Co.		x	x		x										
375610	Pine Tree Road - Two Intersections Safety Improvements	Tompkins Co.		x	x								x				
375615	South Cayuga St. over Six Mile Creek Bridge Deck	City of Ithaca				x											
375619	Fall Creek Road Bridge Rehabilitation	Tompkins Co.				x											
375620	State St. Mill & Repave from E. Green St./Seneca Way to Eddy St.	City of Ithaca		x	x		x				x						
375650	Local Pedestrian Safety Action Plan (PSAP) Project, City of Ithaca, Tompkins County	City of Ithaca		x	x												
375652	Central Chapel Rd. over Boice Creek Bridge	Tompkins Co.				x											
375653	CR109 over Fall Creek Bridge	Tompkins Co.				x											
375659	Cemetery Rd. over Trumansburg Creek Bridge	Twn. Ulysses				x											
375668	South Albany St Bridge over Six Mile Creek	City of Ithaca				x					x						
375669	Stewart Ave Bridge over Fall Creek, Painting	City of Ithaca				x											
380754	Regional Bridge Deck and Joint Repairs 2020	NYS DOT				x											
380760	Regional Pavement Marking and Roadway Delineators (RPMARD) 2020	NYS DOT	x	x	x												
380761	RPMARD 2021	NYS DOT	x	x	x												
380762	Regional Large Culvert Repair/Replacement-various locations	NYS DOT				x											
380768	RPMARD 2022	NYS DOT	x	x	x												
380769	RPMARD 2023	NYS DOT	x	x	x												
380770	RPMARD 2024	NYS DOT	x	x	x												
3M1804	Bridge Job Order Contract (JOC) 2020	NYS DOT				x											
3M1904	Bridge Job Order Contract (JOC) 2022	NYS DOT				x											
3M2001	Bridge Clean and Wash 2020	NYS DOT				x											
3M2004	Bridge Job Order Contract 2024 (JOC)	NYS DOT				x											
3M2201	Bridge Clean and Wash 2021	NYS DOT				x											
3M2401	Bridge Clean and Wash 2023	NYS DOT				x											

Performance Measure Definitions:

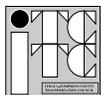
1. Reduce the # of Accident Fatalities/Serious Injuries
2. Reduce the # of Bike-Ped accidents
3. Reduce the # of Bike-Ped Fatalities/Serious Injuries
4. Reduce the # of structurally deficient bridges
5. Reduce the miles of State Roads in 'poor' condition

Performance Measure Definitions:

6. Reduce PM Peak hour Congestion
- 7a. Increase transit service
- 7b. Increase the miles of multi-use trails
- 7c. Increase the miles of roads with bike lanes
- 7d. Encourage more non-"drive alone" trips
- 7e. Increase or improve sidewalks

Performance Measure Definitions:

- 8a. Reduce annual vehicle-miles-traveled per capita
- 8b. Reduce the countywide carbon dioxide emissions
- 8c. Promote growth in urbanized area/villages
- 8d. Reduce the number of vehicles needed per household



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

FUNDING CATEGORY DESCRIPTIONS

Federal funding sources have statutory restrictions that limit their use to certain eligible purposes. This in turn influences the ultimate allocation of funding for different project types during TIP development. This summary description of different funding sources is included to provide interested parties with the contextual framework within which to understand funding options and possibilities.

- **National Highway Performance Program (NHPP)**

NHPP supports improvement of the condition and performance of the National Highway System (NHS). The National Highway System was approved by Congress in 1996 and includes approximately 165,000 miles of Interstate system and other major highways. Highways included in the system were designated by the states working with the USDOT. In the Ithaca-Tompkins County Metropolitan Area the only NHPP-eligible facilities are NY State Route 13 (known as Fulton Street/Meadow Street/Elmira Road within the City of Ithaca) and NY State Route 79 from Fulton Street in the City of Ithaca (includes Seneca and Green streets within the City of Ithaca) east/southeast to the Tompkins/Tioga County Line in the Town of Caroline.

NHPP funds can be used for any project to improve or maintain infrastructure (pavement, bridges, etc.), safety, mobility or freight facilities, intelligent transportation systems, environmental restoration, natural resource mitigation and other programs within NHS corridors. Bicycle and pedestrian facilities are also eligible expenses.

- **Surface Transportation Block Grant (STBG) –**

The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program.

STBG remains the federal-aid highway program with the broadest eligibility criteria. STBG Funding is allocated to several subcategories each with their own use restrictions.

STBG-Flexible: The STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. (<http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>). These funds may also be ‘flexed’ to the Federal Transit Administration (FTA) for transit use.

Off-System Bridges (OSB): States are required to obligate a portion of STBG funds for bridges not on Federal-aid highways (off-system bridges).

NY State distributed a portion of these funds under statewide competitive grant program called ‘Bridge NY’. Selected project from Tompkins County are identified later in this document as Bridge NY-OSB.

Transportation Alternatives (TA) – The FAST Act provides for funding for transportation alternatives (TA) as a set-aside of the STBG. TA eligible projects were included under previous federal legislation as the transportation alternatives program (TAP), transportation enhancement program (TEP), safe routes to school (SRTS) and recreational trails programs (RTP). TA projects are federally funded, community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. TA projects must be one of 10 eligible activities and must relate to surface transportation.

Ten eligible activities:

1. Pedestrian and bicycle facilities
2. Safe routes for non-drivers



3. Conversion of abandoned railway corridors to trails
4. Scenic turnouts and overlooks
5. Outdoor advertising management
6. Historic preservation and rehab of historic transportation facilities
7. Vegetation management
8. Archaeological activities
9. Storm water mitigation
10. Wildlife management

The awarding of TA funds is based on a statewide competitive grant process administered statewide. Selected project from Tompkins County are identified later in this document as TAP.

- **Highway Safety Improvement Program (HSIP)**

The FAST Act distributes funding to States by formula under the HSIP. The HSIP goal is to achieve significant reduction in traffic fatalities and serious injuries. It includes highway safety improvement strategies, activities or projects on public roads that are consistent with the State Strategic Highway Safety Plan (SHSP) and correct or improve a hazardous road location or feature or addresses a highway safety problem. Eligible activities include: vehicle-to-infrastructure technologies, pedestrian hybrid beacons, median separation, and other physical infrastructure safety projects.

NY State distributed a portion of these funds under a statewide competitive grant program and also in support of the Pedestrian Safety Action Plan (PSAP). Selected project from Tompkins County are identified later in this document as PSAP-HSIP.

- **Federal Transit Administration**

The planning regulations require that the TIP include projects funded under several Federal Transit Administration (FTA) programs. The FTA implements the federal program as authorized by the FAST Act and funded by annual appropriations. Each reauthorization amends the

Federal Transit Laws codified in 49 USC Chapter 53. In addition, FAST Act legislation provides the ability to transfer funding between programs (e.g., from STBG-Flexible to FTA Section 5307) to best meet local/statewide needs. This latter approach will be clearly specified in the project description when it is used.

FTA Funding Programs:

Section 5307: This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, mobility management projects, as well as operating expenses in certain circumstances. There are two basic sub-categories of this program: Operating Assistance and Capital/Planning. Operating Assistance is provided to urban area transit systems on a formula basis to subsidize the general operations of the transit service. Capital/Planning funds are available on grant application.

Section 5339: This program provides discretionary capital funds for the acquisition and/or construction of capital facilities (e.g., rolling stock, major terminals, etc.).

Section 5310-urban: This program formula funding to increase mobility of seniors and persons with disabilities. Projects awarded from Sect.5310 are required to be in the Tompkins County Coordinated Human Service and Public Transportation Plan (<http://www.tccoordinatedplan.org/>).

Section 5310-rural: Similar in purpose to 5310-urban but for use in rural areas. This grant program is managed by NYSDOT and is highly competitive.

Section 5311: This program provides funds for use in non-urbanized areas. These funds may be used for planning, capital, operating, and administrative purposes. This grant program is managed by NYSDOT.

Federal regulations require a Designated Recipient of federal funds for each FTA program. The State of New York was the original

Designated Recipient for all FTA programs in effect in Tompkins County. After the ITCTC was created in 1992, the State transferred some Designated Recipient responsibilities to Tompkins County based on an agreement between the City of Ithaca and the County.

Designated Recipients for FTA programs in Tompkins County are shown in the following table:

FTA Program	Program Title	Designate Recipient	Eligible Activities
Sect. 5307	Urban Formula	Tompkins County	Operating assistance, capital and planning
Sect. 5309	Bus and Bus Facilities	Tompkins County	Buses and bus facility capital projects
Sect. 5310-urban	Seniors and Individuals with disabilities	Tompkins County	Programs and paratransit buses for target populations
Sect. 5310-rural	Seniors and Individuals with disabilities	NYSDOT	Programs and paratransit buses for target populations
Sect. 5311	Rural Grants	NYSDOT	Operating assistance and capital funds for rural transportation services

Tompkins County is the FTA recipient for the Section 5307, 5309 and the urban allocations for the Section 5310 program. NYSDOT is the recipient for Section 5310-rural allocation and the Section 5311 program. Recipients receive federal funding directly from FTA and are the only signatories to grant agreements with FTA. FTA holds recipients responsible for compliance with all applicable federal laws, regulations and directives. NYSDOT and the County are responsible for the performance of sub-recipients and third-party contractors in their compliance with federal requirements.

The County’s primary responsibility as Designated Recipient is to use a process to solicit input from the public transportation operators and to propose projects or project revisions to the ITCTC for its consideration, approval and inclusion in the TIP (see FTA Transit Tables section in this document).

TIP FINANCIAL PLAN

Federal Regulations (23 CFR §450.326(j) require inclusion of a plan that demonstrates how the TIP can be implemented and indicates financial resources that are expected to be available to implement projects in the TIP. Each Federal fund category is expected to be “fiscally constrained” by Federal Fiscal Year. Under fiscal constraint, the sum of the costs for all the projects cannot surpass the level of funding that is committed or reasonably expected to be available to the Ithaca-Tompkins County Metropolitan Area by funding category (as per NYSDOT Region 3) for the 5-year planning period. Revenue and costs estimates for projects in the TIP use inflation rates that reflect “year of expenditure dollars”.

The TIP section titled *Summary Charts and Tables* display data compiled from the *2020-24 Project Tables*. Information on the on the *Summary Charts and Tables* section shows that the 2020-24 TIP is fiscally constrained. Included in the *Summary Charts and Tables* section:

- Status of Projects from Previous 2017-21 TIP
- 2020-2024 TIP Distribution of Federal Funds by Fiscal Year by Fund Source
- 2020-2024 TIP Distribution of funds by Federal Fiscal Year by Match Source
- 2020-2024 TIP Programmed Funding for 5-YR Program by Fund Source
- Total Funding by Fund Source

The funding data in the *Summary Charts and Tables* section, along with the *2020-2024 Project Tables* constitute the financial plan for the TIP and include all the data required in the Federal Regulations, 23 CFR 450.326(j), to demonstrate that the TIP is financially constrained and that resources from federal, state and local sources are reasonably expected to be made available to carry out the TIP. State and local revenue sources are shown as match to the federal funds in the project listings. State match may come from the State Dedicated Fund (SDF)

or from Personal Income Tax (PIT) Bond funds. New projects will only be added to the TIP when funding has been identified and secured.

The ITCTC, project sponsors and NYSDOT have worked collaboratively to provide some flexibility in the availability of funds across the program period. HSIP funds were aggregated for use since the distributed annual allocation is insufficient to accommodate multiple projects. It was also agreed that Off-System Bridge funds be exchanged for regional NHPP funds to better accommodate funding needs in Tompkins County. The OSB funds will be used by NYSDOT in other Region 3 projects. NYSDOT also agreed to supplement the ITCTC federal funding allocation to ensure completion of important projects. More details are noted under the *2020-2024 TIP Distribution of Federal Funds by Fiscal Year by Fund Source* table.

Operations and Maintenance

NYSDOT and local ITCTC members annually budget funds for operations and maintenance of transportation facilities including the federally supported system. In addition, both federal and state funds are provided to NYSDOT's operations and maintenance forces for betterments to the system. NYSDOT Region 3 budgets approximately \$4.6 million per year for preventive, corrective and demand maintenance on highways and bridges. Specific activities include pavement and bridge maintenance, drainage improvements, guide rail repair, pavement markings, sign and signal maintenance, snow and ice control and numerous other maintenance activities. NYSDOT also provides funds to localities for maintenance through the Consolidated Local Street and Highway Improvement Program (CHIPs).

NYSDOT annually distributes Statewide Mass Transportation Operating Assistance (STOA) funds to approximately 130 transit operators. Tompkins Consolidated Area Transit (TCAT) is the principal recipient of these funds in Tompkins County. STOA is calculated based on a per passenger and per vehicle mile formula.

STOA receivables in Tompkins County for the last three years are as follows:

2016 Total = \$4,947,850

2017 Total = \$5,406,688

2018 Total = \$5,539,774

PROGRAM SUMMARY

The initial sections of the TIP provide an overview of the Metropolitan Planning Process in Tompkins County, followed by a description of the TIP development process and requirements. The impact analysis relates TIP projects with factors such as project location, family income levels, historic bridges and structures, minority populations, senior populations, and environmental factors. The purpose is to identify any disproportionate impacts to these areas of concern. The document also describes all the different funding categories that are programmed in the TIP. Finally, the components of the TIP Financial Plan are described.

The *Summary Charts and Tables* section of the TIP include a listing of projects from the previous TIP (2017-21) that were implemented and their status. It also presents the TIP project data in a cumulative format showing fund distribution patterns by fund source and sponsors, and tables displaying funding levels by year by funding source and funding match distribution.

The heart of the 2020-2024 Transportation Improvement Program is found in the *2020-2024 Project Tables* section that follows the *Summary Charts and Tables*. The projects are listed in order of their NYSDOT issued project identification number (PIN). This section includes individual tables for each project in the TIP. Individual project phase costs are given in *matched dollars* (unless otherwise noted). Each project page provides essential information regarding the project name, identification number, sponsor, and fund source(s). Each phase includes a date representing the proposed date (month/year) that federal funds are planned to be obligated to the project phase. This, at times,

differs significantly with actual project implementation. It is essential to recognize that the “project sponsor” is the entity responsible for providing the non-federal “match” for each project/phase and, in most cases, will be responsible for initiating and administering the project under a “local administration” agreement with NYSDOT.

There are six Federal Fiscal Year columns on each table. The first column, labeled as "Obligated", represents project phases that have previously been obligated (i.e., funds have been released for their implementation). The next three columns (19/20, 20/21, 21/22) represent the mandatory triennial element of the TIP. The remaining two columns (22/23 and 23/24), are included for planning purposes.

Each program year (e.g., 20/21) represents the Federal Fiscal year (FFY), which begins on October 1 and ends on September 30. Federal Fiscal years are named for the year in which the fiscal year ends (e.g., FFY 24 ends September 30, 2024).

Following the project listings there is a section with tables summarizing the transit program for Tompkins County – *2020-2024 Federal Transit Administration Tables*. These tables show Federal Transit Administration grants by grant program across the planning period.

The final section of the document includes maps showing the geographic location of projects within Tompkins County. Mapped projects are limited to capital projects with defined project boundaries. Planning projects and maintenance projects with undefined locations cannot be shown in map format. Other maps show the distribution of projects and how they relate to the location of minority populations, low income households, senior populations, historic bridges and structures and environmentally significant areas and wetlands.

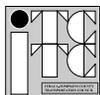
SUMMARY CHARTS AND TABLES



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

STATUS OF PROJECTS FROM PREVIOUS TIP-2017-2021 (as of June 2019)				
PIN	PROJECT NAME	SPONSOR	FUND SOURCE	STATUS
302233	Route 38 over Fall Creek	NYSDOT	STBG-FLEX, NHPP	FUNDS OBLIGATED/ONGOING
305758	Route 13 at Trumbull Corners Rd, Town Of Newfield	NYSDOT	HSIP	COMPLETED
30PS01	Pedestrian Safety Action Plan, Phase 1, Contract 1	NYSDOT	HSIP	COMPLETED
30PS02	Pedestrian Safety Action Plan, Phase 1, Contract 2	NYSDOT	HSIP	COMPLETED
319304	Route 327 over Enfield Creek	NYSDOT	STBG-FLEX, NHPP	COMPLETED
360357	VPP SR 13 Trumbulls Corners Road to SR 327	NYSDOT	NHPP	COMPLETED
375324	Coddington Road (Phase 1)	Tompkins County	HSIP	COMPLETED
375325	Hanshaw Road (CR109), Village of Cayuga Heights to Sapsucker Woods Road	Tompkins County	STBG-FLEX	COMPLETED
375452	Gateway Trail (Pedestrian and Bicycle Path)	Town of Ithaca	HPP	FUNDS OBLIGATED/ONGOING
375457	Prospect St. Reconstruction (from Aurora St. to Turner Pl.) & E. Clinton St. to Six Mile Crk.	City of Ithaca	STBG-FLEX	COMPLETED
375594	Stewart Ave Bridge over Cascadilla Creek, Painting	City of Ithaca	STBG-FLEX	COMPLETED
375611	Brindley Street Bridge Replacement	City of Ithaca	STBG-OSB, HPP	FUNDS OBLIGATED/ONGOING
375616	East State St. Retaining Wall	City of Ithaca	NHPP	FUNDS OBLIGATED/ONGOING
375617	Main St. Newfield-Bridge Replacement	Town of Newfield	STBG-FLEX	FUNDS OBLIGATED/ONGOING
375618	Ludlowville Rd. Bridge over Salmon Creek Replacement	Tompkins County	STBG-FLEX	FUNDS OBLIGATED/ONGOING
375621	SR.96/Trumansburg Rd. Pedestrian Corridor Study from City/Town line to Hayts Rd	Town of Ithaca	STBG-FLEX	FUNDS OBLIGATED/ONGOING
375633	Cayuga Street Pedestrian Improvements, City of Ithaca	City of Ithaca	HPP	PROJECT REMOVED BY SPONSOR
380658	Regional Bridge Deck and Joint Repair Contract	NYSDOT	STBG-FLEX, NHPP	COMPLETED
382844	Tompkins County Mobility Management 2018	Tompkins County	STBG-FLEX	COMPLETED
382845	Tompkins County Mobility Management 2019	Tompkins County	STBG-FLEX	COMPLETED
382846	Transit Stop Amenities Upgrade and Multi-Modal Integration	TCAT	STBG-FLEX	COMPLETED
393272	RR Grade Crossing Improvement Program, NS Ithaca Sec, Station Road, Town of Danby	NYSDOT	HPP	FUNDS OBLIGATED/ONGOING
393283	RR Surface Grade and Gate Improvements, Cecil Malone Dr., City of Ithaca	NYSDOT	HPP	FUNDS OBLIGATED/ONGOING
393284	RR Surface Improvements, State, Seneca and Buffalo Streets, City of Ithaca	NYSDOT	HPP	FUNDS OBLIGATED/ONGOING
395050	West Martin Luther King, Jr. Street Corridor Enhancements	City of Ithaca	TEP	COMPLETED
395053	Pedestrian Commuting in Trumansburg: Safe Routes To School & Daily Needs Sidewalks	V. of Trumansburg	TAP	COMPLETED
395057	Dryden School Safe Routes to School (SRTS) Project	Village of Dryden	TAP	COMPLETED
395058	Cascadilla Creekway Project	City of Ithaca	TAP	COMPLETED
395062	Rt.96B (Danby Rd.) Sidewalk Project, I.C. Entrance to Ithaca City Line	Town of Ithaca	TAP	FUNDS OBLIGATED/ONGOING
395063	Hector St. (Rt.79) Complete streets Project, Floral Ave. to west of the Ithaca City Line	City of Ithaca	TAP	FUNDS OBLIGATED/ONGOING
3BNY02	NYSDOT Bridge NY Rehabilitation and Replacement – Region 3	City of Ithaca & Town of Dryden	NHPP, OSB (BRIDGE NY)	FUNDS OBLIGATED/ONGOING
3M1604	Bridge Job Order Contract	NYSDOT	STBG-FLEX, NHPP	COMPLETED
3M1801	Bridge Clean and Wash	NYSDOT	STBG-FLEX	COMPLETED



2020-2024 TIP - DISTRIBUTION OF FEDERAL FUNDS BY FISCAL YEAR BY FUND SOURCE

FUND SOURCE*	Year 1 2019/2020			Year 2 2020/2021			Year 3 2021/2022			Year 4 2022/2023			Year 5 2023/2024			5- Year Totals	
	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	Programmed Federal Funds
NHPP	\$2,243,452	\$2,271,840	-\$28,388	\$2,932,718	\$1,976,000	\$956,718	\$3,842,072	\$1,644,000	\$2,198,072	\$4,958,658	\$5,192,000	-\$233,342	\$2,652,012	\$2,638,400	\$13,612	\$13,876,652	\$13,863,040
STBG-Flexible	\$2,153,858 ^(a)	\$2,275,200	-\$121,342	\$1,732,371	\$1,443,200	\$289,171	\$2,142,884	\$4,774,400	-\$2,631,516	-\$777,803	\$191,200	-\$969,003	\$884,710	\$899,200	-\$14,490	\$9,800,710	\$9,815,200
STBG-OSB ^(b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$342,434	\$0	\$342,434	\$697,595	\$0	\$697,595	\$1,052,756	\$76,500	\$976,256	\$1,331,417	\$38,700	\$1,292,717	\$1,647,878	\$1,647,000	\$878	\$1,763,078	\$1,762,200
Sub-Total FHWA Formula Funds	\$4,739,744	\$4,547,040	\$192,704	\$5,362,684	\$3,419,200	\$1,943,484	\$7,037,712	\$6,494,900	\$542,812	\$5,512,272	\$5,421,900	\$90,372	\$5,184,600	\$5,184,600	\$0	\$25,440,440	\$25,440,440
TAP ^(c)		\$0	\$0	\$2,672,000	\$2,672,000	\$0		\$0	\$0		\$0	\$0		\$0	\$0	\$2,672,000	\$2,672,000
BridgeNY-STBG-OSB ^(c)	\$28,500	\$28,500	\$0	\$4,980,850	\$4,980,850	\$0		\$0	\$0		\$0	\$0		\$0	\$0	\$5,009,350	\$5,009,350
PSAP-HSIP ^(c)	\$705,400	\$705,400	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	\$705,400	\$705,400
FHWA Federal Aid Total	\$5,473,644	\$5,280,940	\$192,704	\$13,291,534	\$11,348,050	\$1,943,484	\$7,037,712	\$6,494,900	\$542,812	\$5,512,272	\$5,421,900	\$90,372	\$5,184,600	\$5,184,600	\$0	\$33,827,190	\$33,827,190
FTA Urbanized Area Formula Grant (Sect.5307&5311 Urban) ^(d)	\$1,986,952	\$1,986,952	\$0	\$3,542,951	\$3,542,951	\$0	\$2,066,780	\$2,066,780	\$0	\$2,456,376	\$2,456,376	\$0	\$2,468,314	\$2,468,314	\$0	\$12,521,373	\$12,521,373
FTA Enhanced Mobility Seniors/Individuals with Disabilities (Sect.5310 Urban)	\$58,569	\$58,569	\$0	\$59,741	\$59,741	\$0	\$60,936	\$60,936	\$0	\$62,154	\$62,154	\$0	\$63,397	\$63,397	\$0	\$304,797	\$304,797
FTA Bus and Bus Facilities Program (Sect.5339)	\$425,344	\$425,344	\$0	\$433,851	\$433,851	\$0	\$442,528	\$442,528	\$0	\$451,378	\$451,378	\$0	\$460,406	\$460,406	\$0	\$2,213,507	\$2,213,507
FTA Federal Aid Total	\$2,470,865	\$2,470,865	\$0	\$4,036,543	\$4,036,543	\$0	\$503,464	\$503,464	\$0	\$2,969,908	\$2,969,908	\$0	\$2,992,117	\$2,992,117	\$0	\$15,039,677	\$15,039,677
Combined Federal Aid Total	\$7,944,509	\$7,751,805	\$192,704	\$17,328,077	\$15,384,593	\$1,943,484	\$7,541,176	\$6,998,364	\$542,812	\$8,482,180	\$8,391,808	\$90,372	\$8,176,717	\$8,176,717	\$0	\$48,866,867	\$48,866,867

***FUND SOURCES**

FHWA=Federal Highway Administration; FTA=Federal Transit Administration	HSIP = Highway Safety Improvement Program
NHPP = National Highway Performance Program	TAP = Transportation Alternatives Program – distributed through statewide selection process.
STBG-Flexible = Surface Transportation Block Grant Flexible (aka. Flex Funds)	Bridge NY-OSB – Off-System Bridge funds distributed by NY State through statewide selection process.
STBG-OSB = Surface Transportation Block Grant Off-System Bridge	PSAP-HSIP – Pedestrian Safety Action Plan-HSIP - funds distributed by NY State through statewide selection process.

Notes:

- a) For the 2020-2024 TIP update, NYSDOT agreed to supplement the ITCTC federal funding allocation to ensure completion of important projects. In total, NYSDOT provided an additional \$307,415 in STBG-Flexible federal funds to the year 1 (2019-2020) allocation to ensure the TIP will remain fiscally constrained.
- b) STBG-OSB allocation to the ITCTC was \$210,000 per year. ITCTC and NYSDOT agreed to exchange these funds for NHPP funds to better accommodate the funding needs of the 2020-2024 TIP. The OSB funds will be used by NYSDOT Region 3.
- c) TAP, Bridge NY-OSB and PSAP-HSIP funded projects utilize federal funds that are awarded outside the regional allocation of federal funds to the ITCTC. These statewide-funded projects are included in the TIP but are funded outside the allocated funding categories.
- d) This total includes Sect.5311 Urban funds which are transferred to Sect.5307.

2020-24 TIP DISTRIBUTION OF FUNDS						
BY FEDERAL FISCAL YEAR BY MATCH SOURCE						
	YEAR 1 (19/20)	YEAR 2 (20/21)	YEAR 3 (21/22)	YEAR 4 (22/23)	YEAR 5 (23/24)	TOTAL
FEDERAL	\$5,653,740	\$11,072,750	\$6,494,900	\$5,421,900	\$5,184,600	\$33,827,190
STATE	\$586,000	\$416,800	\$1,244,100	\$1,327,100	\$594,800	\$4,168,800
LOCAL	\$668,060	\$1,713,150	\$369,000	\$23,000	\$1,484,600	\$4,257,810
Total	\$6,907,800	\$13,202,000	\$8,108,000	\$6,772,000	\$7,264,000	\$42,253,800

2020-24 TIP - TOTALS BY FUND SOURCE			
Fund Source*	Federal Share		Projects Total**
National Highway Performance Program (NHPP)	\$13,863,040		\$18,340,800
Surface Transportation Block Grant Flexible (STBG-Flexible)	\$9,815,200		\$12,269,000
Surface Transportation Block Grant Off-System Bridge (STBG-Off-System Bridge)	\$0		\$0
Highway Safety Improvement Program (HSIP)	\$1,762,200		\$1,958,000
Transportation Alternatives Program (TAP)	\$2,672,000		\$3,685,000
Bridge NY-Off-System Bridge	\$5,009,350		\$5,273,000
PSAP-HSIP	\$705,400		\$728,000
TOTALS:	\$33,827,190		\$42,253,800

*See 'Funding Category Descriptions' section, page 6 of this document, for more information

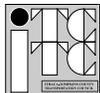
**Federal share + non-federal state &/or local share

PROGRAMMED FUNDING FOR 5-YR HIGHWAY PROGRAM BY FUND SOURCE

PIN	Project Name	Sponsor	Fund Source	Total Cost*
375589	Cecil Malone Dr over Flood Relief Channel	City of Ithaca	Bridge NY-OSB	\$1,779,000
375652	Central Chapel Rd. over Boice Creek Bridge	Tompkins County	Bridge NY-OSB	\$1,003,000
375653	CR109 over Fall Creek Bridge	Tompkins County	Bridge NY-OSB	\$1,680,000
375659	Cemetery Rd. over Trumansburg Creek Bridge	Town of Ulysses	Bridge NY-OSB	\$811,000
305769	Signalized Safety Improvement Project, Rt.13 W.Clinton St to S of Willow Ave.	NYSDOT	HSIP	\$1,958,000
301603	RT.96B Over Buttermilk Creek Tributary Bridge	NYSDOT	NHPP	\$1,620,000
305766	Rt 13 over Six Mile Creek Phase Specific Bridge Repairs	NYSDOT	NHPP	\$1,650,000
305767	MbC Route 13/34/96, Elmira Road to North Ithaca City Line	NYSDOT	NHPP	\$6,556,000
331439	Rt.34 over Norfolk Southern RR Bridge Rehab	NYSDOT	NHPP	\$200,000
375592	Elmira Road Overlay and Signal Replacement	City of Ithaca	NHPP	\$2,299,800
375620	State St. Mill and Repave from E.Green St./Seneca Way to Eddy St.	City of Ithaca	NHPP	\$1,968,000
375668	South Albany St Bridge over Six Mile Creek	City of Ithaca	NHPP	\$2,100,000
375669**	Stewart Ave Bridge over Fall Creek, Painting	City of Ithaca	NHPP	\$1,122,000
380754	Regional Bridge Deck and Joint Repairs 2020	NYSDOT	NHPP	\$275,000
380760	Regional Pavement Marking and Roadway Delineators (RPMARD) 2020	NYSDOT	NHPP/FLEX	\$209,000
380761	RPMARD 2021	NYSDOT	NHPP/FLEX	\$209,000
380768	RPMARD 2022	NYSDOT	NHPP/FLEX	\$209,000
380769	RPMARD 2023	NYSDOT	NHPP/FLEX	\$209,000
380770	RPMARD 2024	NYSDOT	NHPP/FLEX	\$209,000
375610	Pine Tree Road - Two Intersections Safety Improvements	Tompkins County	PSAP-HSIP	\$226,000
375650	Local Pedestrian Safety Action Plan (PSAP) Project, City of Ithaca	City of Ithaca	PSAP-HSIP	\$502,000
360379	MbC Rt. 366 Ithaca City Line to Rt 13/366 Interchange	NYSDOT	STBG-FLEX	\$5,829,000
375593	Ellis Hollow from Pine Tree Rd. to Game Farm Rd., Paving	Tompkins County	STBG-FLEX	\$765,000
375615	S.Cayuga St. over Six Mile Creek Bridge Deck	City of Ithaca	STBG-FLEX	\$1,680,000
375619	Fall Creek Rd. over Fall Creek Bridge Rehab	Tompkins County	STBG-FLEX	\$810,000
380762	MbC Route 13/34/96, Elmira Road to North Ithaca City Line	NYSDOT	STBG-FLEX	\$1,650,000
395069	Walking Safe Cayuga Heights	Village of Cayuga Heights	TAP-FLEX	\$525,000
395071	Dryden Rail Trail Phase 2	Town of Dryden	TAP-FLEX	\$1,936,000
395075	Black Diamond Trail Bridge Over Flood Control Channel	City of Ithaca	TAP-FLEX	\$1,224,000
3M1804	Bridge JOC 2020	NYSDOT	STBG-FLEX	\$110,000
3M1904	Bridge JOC 2022	NYSDOT	STBG-FLEX	\$125,000
3M2001	Bridge Clean and Wash 2020	NYSDOT	STBG-FLEX	\$220,000
3M2004	Bridge Job Order Contract 2024 (JOC)	NYSDOT	STBG-FLEX	\$125,000
3M2201	Bridge Clean and Wash 2021	NYSDOT	STBG-FLEX	\$230,000
3M2401	Bridge Clean and Wash 2023	NYSDOT	STBG-FLEX	\$230,000
TA0000	Transportation Alternatives Block	Will vary according to project	STBG-TA	\$0
RC0000	Rail Crossings Block	Will vary according to project	STBG-Rail	\$0
RT0000	Regional Trails Block	Will vary according to project	STBG-RTP	\$0
			TOTAL:	\$42,253,800

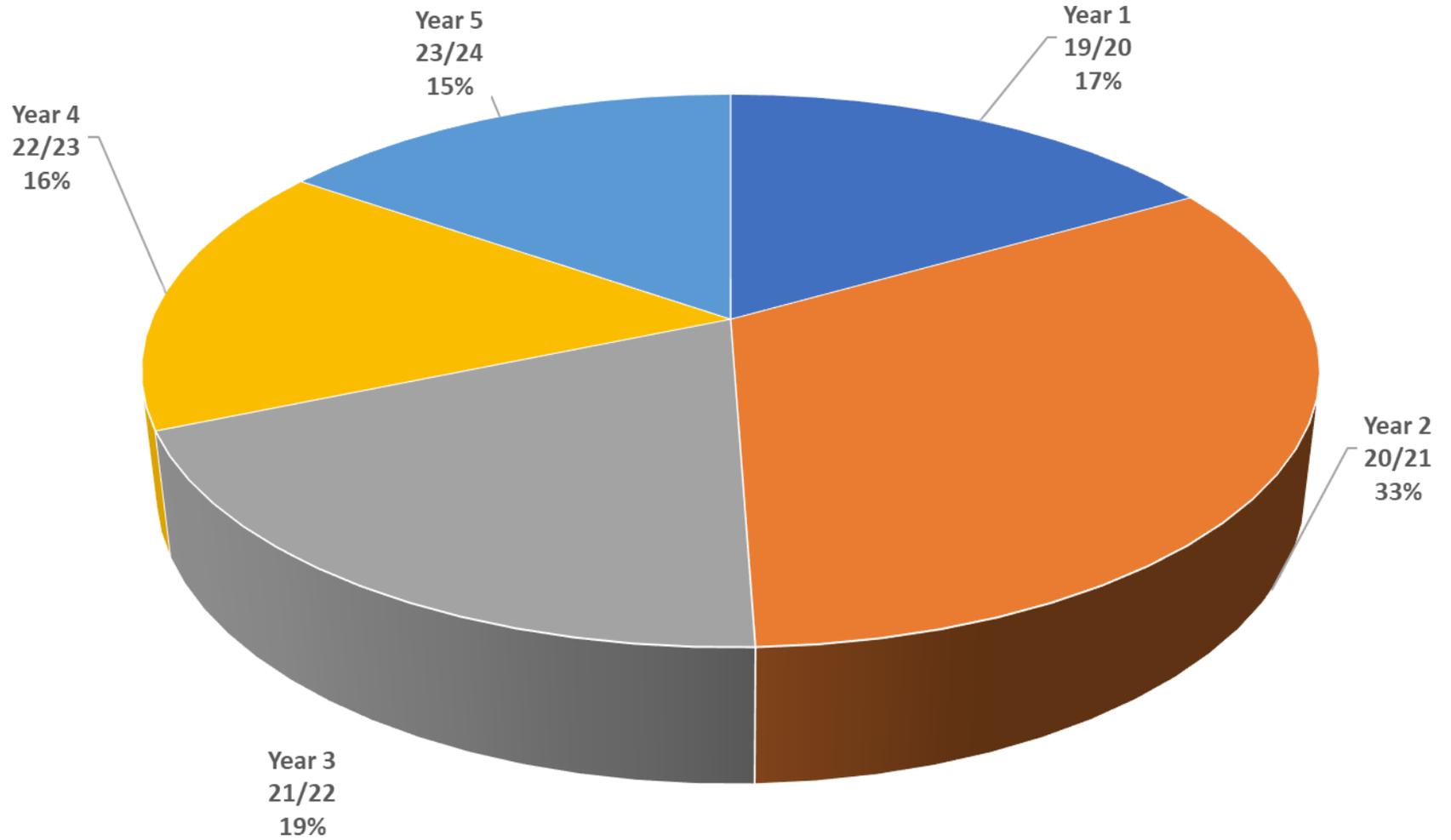
*Total Cost = Federal+State+Local funds

** PIN 375669 includes local funding only for construction and construction inspection. Funding for these phases will be reconsidered at a future date to incorporate a federal funding component.

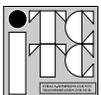


5-Year Programmed Federal Funding by Fiscal Year (Federal Dollars 33,827,190)

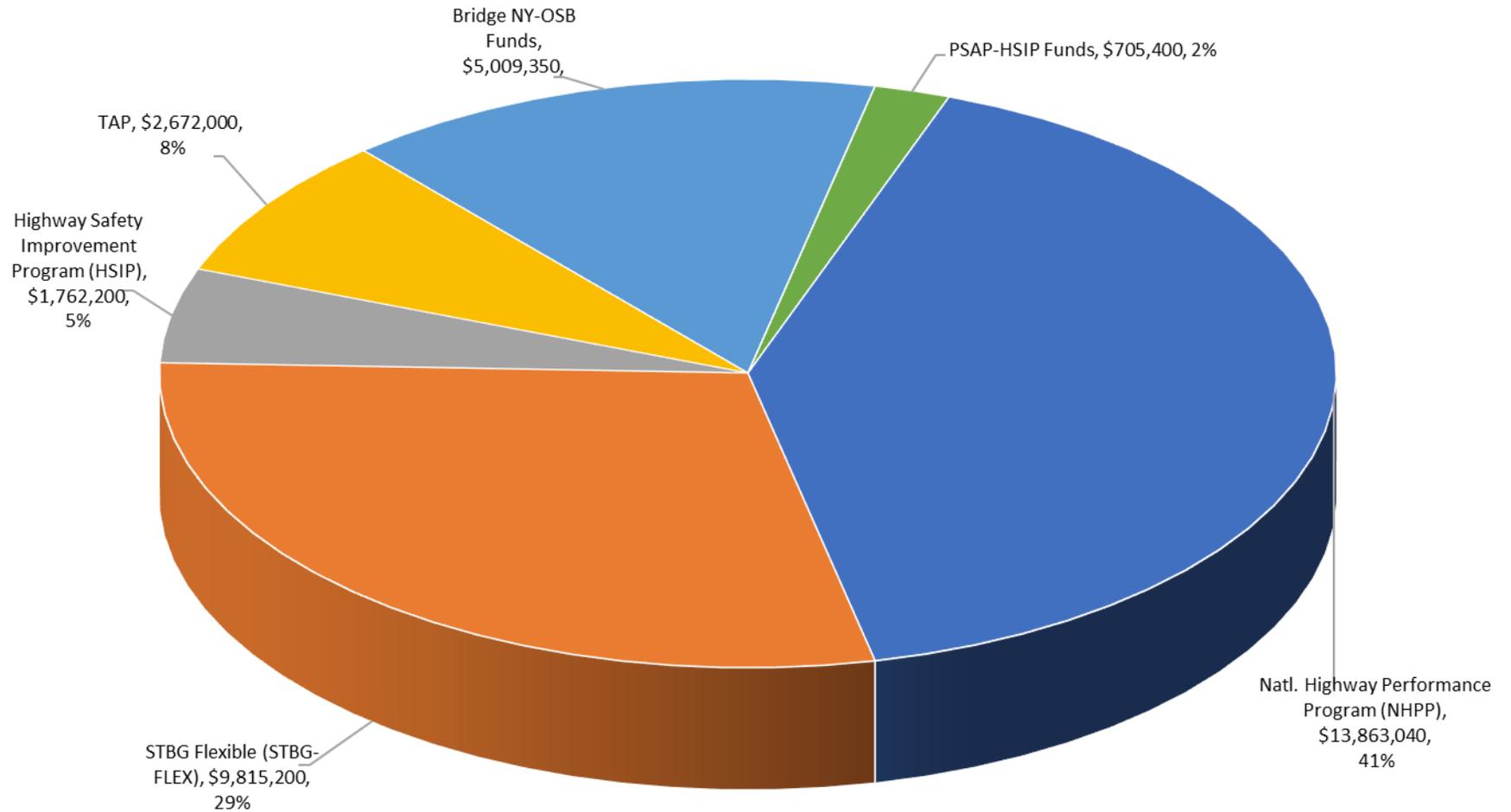
Graphic represents Federal Highway Administration Funds



Graphic represents Federal Highway Administration Funds



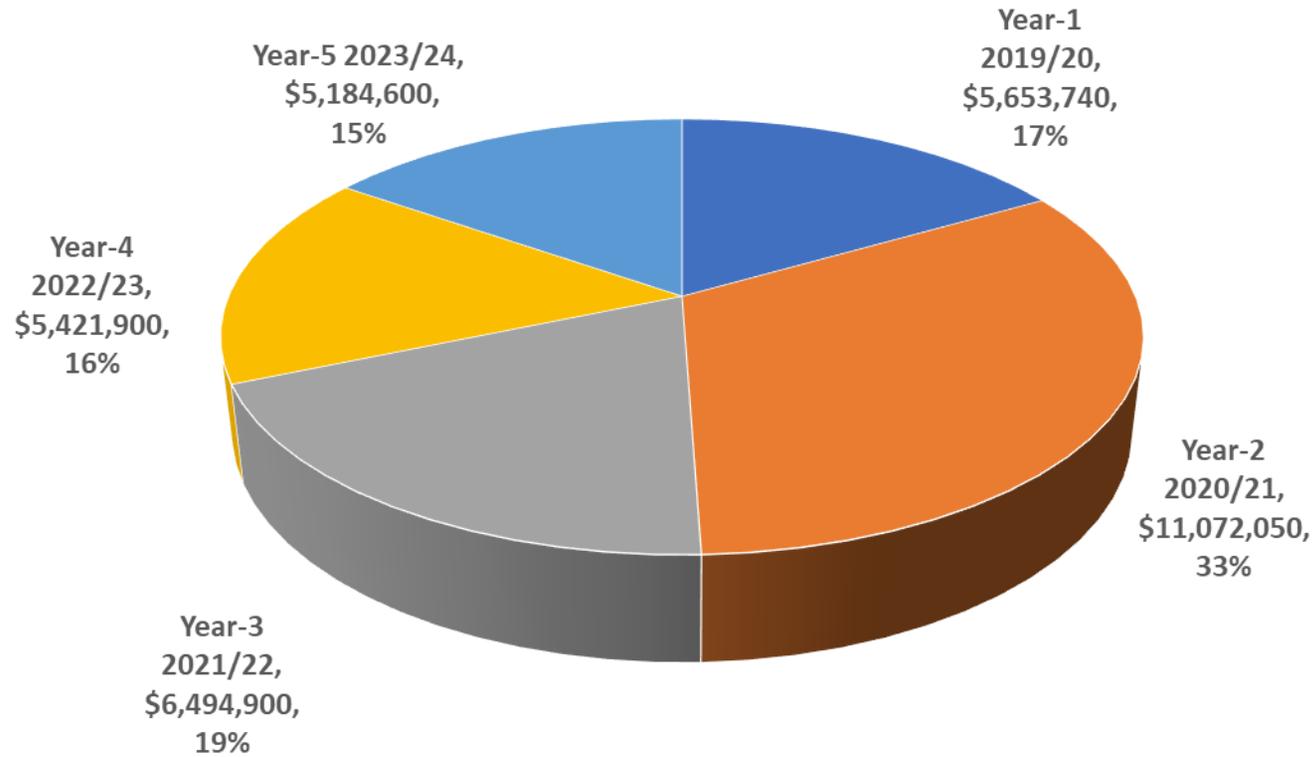
5 YEAR PROGRAMMED FEDERAL FUNDING BY FUND CATEGORIES
 (Federal Dollars \$33,827,190)



Graphic represents Federal Highway Administration Funds

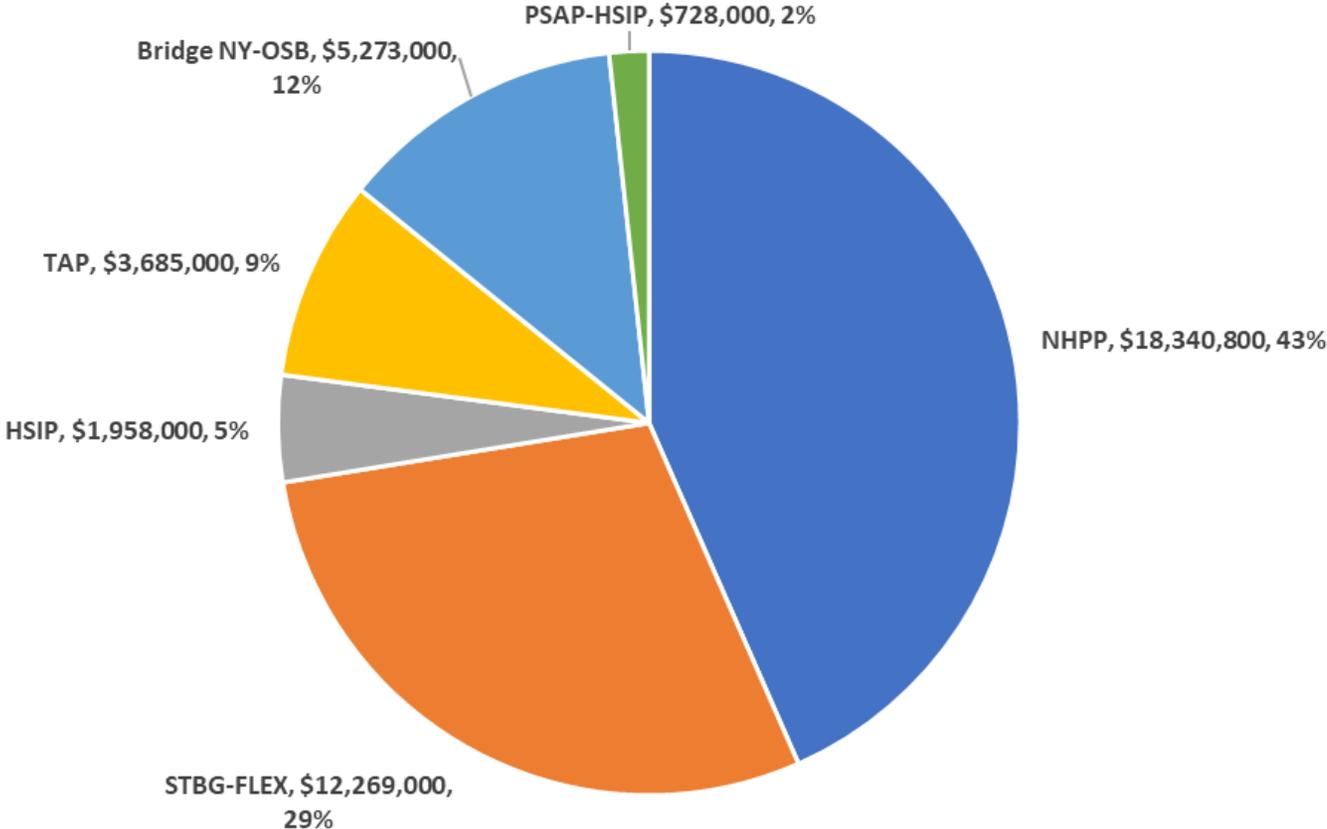


**5-Year Total Funding Programmed by Fiscal year
(5-Year Total Dollars 42,253,800)**



Graphic represents Federal Highway Administration Funds

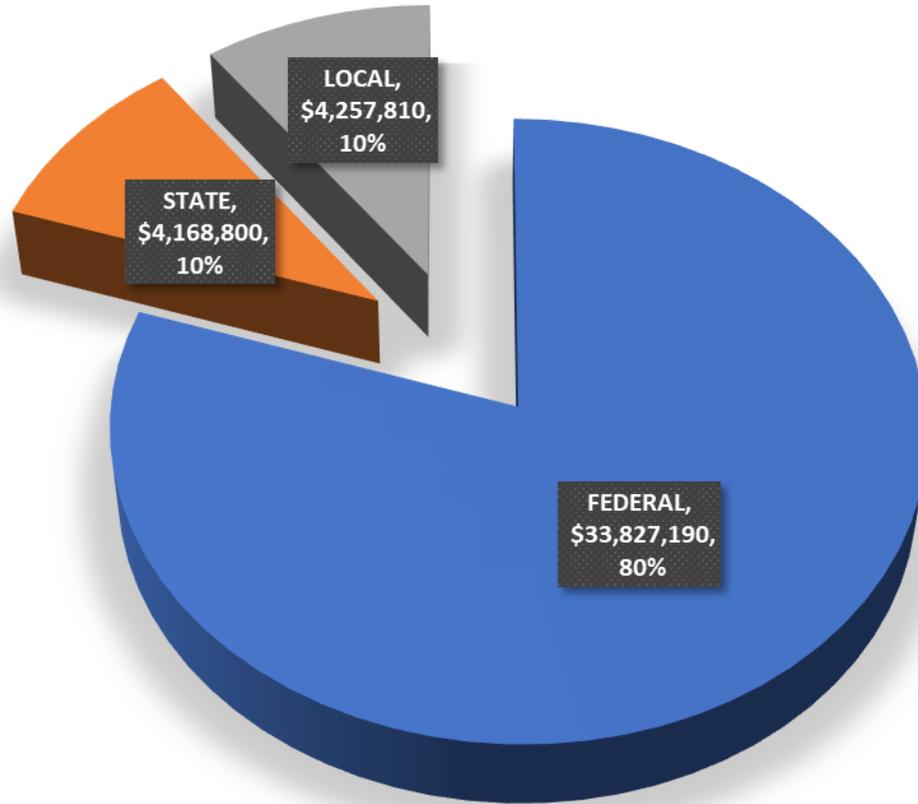
5 YR. TOTAL FUNDING PROGRAMMED BY FUND CATEGORY
(Total Dollars \$42,253,800)



Graphic represents Federal Highway Administration Funds



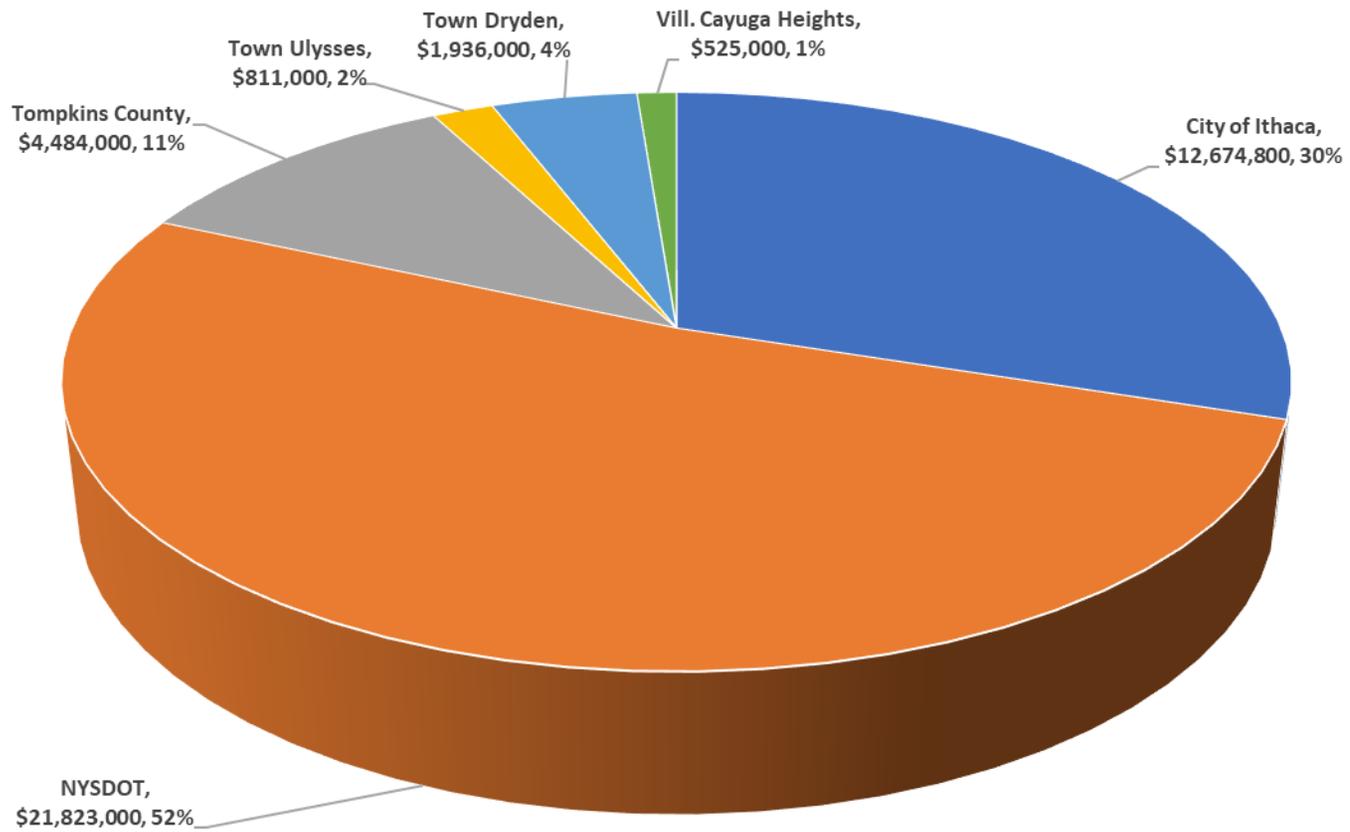
Distribution of Funds by Source (5-Year Total Dollars \$42,253,800)



Graphic represents Federal Highway Administration Funds



**2020-2024 TIP: TOTAL PROGRAMMED FUNDS BY SPONSOR
(5-Year total dollars = \$42,253,800)**



Graphic represents Federal Highway Administration Funds



2020 – 2024 PROJECT TABLES

Note: project tables included in this document are ordered by ‘project identification number’ (PIN)



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

TIP date 2019 **PIN** 301603 **BIN** 1035310

Project Name Rt 96B over Buttermilk Creek Tributary Bridge Replacement

Sponsor NYSDOT

Description Replace Rt 96B over Buttermilk Creek Tributary Bridge-BIN 1035310 on existing alignment, with new piles, and an improved hydraulic opening. Town of Danby, Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	NHPP		\$0	10-20	\$0	\$100,000	\$0	\$0	\$0	\$100,000
B-4-Preliminary Design	NHPP		\$0	10-20	\$0	\$100,000	\$0	\$0	\$0	\$100,000
C-7-Detailed Design	NHPP		\$0	10-21	\$0	\$0	\$100,000	\$0	\$0	\$100,000
G-18-Construction	NHPP		\$0	10-23	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
H-22-Inspection	NHPP		\$0	10-23	\$0	\$0	\$0	\$0	\$120,000	\$120,000
		Total:	\$0		\$0	\$200,000	\$100,000	\$0	\$1,320,000	\$1,620,000
		<i>Federal Funding:</i>	\$0		\$0	\$160,000	\$80,000	\$0	\$1,056,000	\$1,296,000
		<i>State Funding:</i>	\$0		\$0	\$40,000	\$20,000	\$0	\$264,000	\$324,000
		<i>Local Funding:</i>								

TIP date 2017 **PIN** 305766 **BIN** 1010350

Project Name Route 13 over Six Mile Creek Element Specific Bridge Repairs

Sponsor NYSDOT

Description Rt. 13 over Six Mile Creek Bridge specific bridge repairs to return bridge to a non-deficient state. BIN 1010350. Specific repairs include concrete wearing surface, substructure repairs and bearing replacement as needed, clean and paint as needed. Town of Ithaca, City of Ithaca, Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	NHPP	10-17	\$90,000		\$0		\$0	\$0	\$0	
B-4-Preliminary Design	NHPP	10-17	\$90,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	NHPP	10-18	\$120,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	NHPP		\$0	10-20	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
H-22-Inspection	NHPP		\$0	10-20	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total:			\$300,000		\$0	\$1,650,000	\$0	\$0	\$0	\$1,650,000
Federal Funding:			\$240,000		\$0	\$1,320,000	\$0	\$0	\$0	\$1,320,000
State Funding:			\$60,000		\$0	\$330,000	\$0	\$0	\$0	\$330,000
Local Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0

**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024 TRANSPORTATION
IMPROVEMENT PROGRAM**

TIP date 2017 **PIN** 305767 **BIN**

Project Name MbC Route 13/34/96, Elmira Road to North Ithaca City Line

Sponsor NYSDOT

Description Mill and overlay asphalt on Rt.13/34/96 from Elmira Road to North Ithaca City Line to improve rideability and extend the surface life of this highway segment. City of Ithaca, Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	NHPP	10-17	\$132,000		\$0	\$0	\$0		\$0	
B-4-Preliminary Design	NHPP	10-17	\$132,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	NHPP		\$0	10-20	\$0	\$176,000	\$0	\$0	\$0	\$176,000
G-18-Construction	NHPP		\$0	4-23	\$0	\$0	\$0	\$5,800,000	\$0	\$5,800,000
H-22-Inspection	NHPP		\$0	4-23	\$0	\$0	\$0	\$580,000	\$0	\$580,000
		Total:	\$264,000		\$0	\$176,000	\$0	\$6,380,000	\$0	\$6,556,000
		<i>Federal Funding:</i>	\$211,200		\$0	\$140,800	\$0	\$5,104,000	\$0	\$5,244,800
		<i>State Funding:</i>	\$52,800		\$0	\$35,200	\$0	\$1,276,000	\$0	\$1,311,200
		<i>Local Funding:</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2019 **PIN** 305769 **BIN**

Project Name Signalized Safety Improvement Project Rt. 13

Sponsor NYSDOT

Description HSIP Funds - 2019. Replace each identified 3-color signal, install backplates and lane designation overhead signage, upgrade pedestrian signals to include audible pedestrian features in order improve safety on Rt. 13 from Rt. 96B (West Clinton St.) to south of Willow Ave. City of Ithaca, Tompkins CO. Total Federal Award Amount - \$1,762,200.

Fund Source: HSIP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	HSIP		\$0	10-21	\$0	\$0	\$42,000	\$0	\$0	\$42,000
B-4-Preliminary Design	HSIP		\$0	10-21	\$0	\$0	\$43,000	\$0	\$0	\$43,000
C-7-Detailed Design	HSIP		\$0	10-22	\$0	\$0	\$0	\$43,000	\$0	\$43,000
G-18-Construction	HSIP		\$0	10-23	\$0	\$0	\$0	\$0	\$1,664,000	\$1,664,000
H-22-Inspection	HSIP		\$0	10-23	\$0	\$0	\$0	\$0	\$166,000	\$166,000
Total:			\$0		\$0	\$0	\$85,000	\$43,000	\$1,830,000	\$1,958,000
Federal Funding:			\$0		\$0	\$0	\$76,500	\$38,700	\$1,647,000	\$1,762,200
State Funding:			\$0		\$0	\$0	\$8,500	\$4,300	\$183,000	\$195,800
Local Funding:										

TIP date 2019 **PIN** 331439 **BIN** 1023250

Project Name Route 34 over Norfolk Southern RR Bridge Rehabilitation

Sponsor NYSDOT

Description Bridge rehabilitation and some element specific repairs on Rt. 34 over Norfolk Southern RR-BIN 1023250. Town of Newfield, Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	NHPP		\$0	10-23	\$0	\$0	\$0	\$0	\$100,000	\$100,000
B-4-Preliminary Design	NHPP		\$0	10-23	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total:			\$0		\$0	\$0	\$0	\$0	\$200,000	\$200,000
Federal Funding:			\$0		\$0	\$0	\$0	\$0	\$160,000	\$160,000
State Funding:			\$0		\$0	\$0	\$0	\$0	\$40,000	\$40,000
Local Funding:										

TIP date 2017 **PIN** 360379 **BIN**

Project Name MbC Rt. 366 Ithaca City Line to Rt. 13/366 Interchange

Sponsor NYSDOT

Description Mill and overlay asphalt, and install sidewalk in Hamlet of Varna in order to improve safety and rideability of this highway segment. Rt. 366 from Ithaca City Line to Rt.13/366 Interchange. Towns of Ithaca and Dryden, Tompkins CO.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	STBG-FLEX	10-16	\$45,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX	10-16	\$45,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX		\$0	10-20	\$0	\$240,000	\$0	\$0	\$0	\$240,000
D-10-Rt of Way Acq	STBG-FLEX		\$0	10-20	\$0	\$50,000	\$0	\$0	\$0	\$50,000
E-13-Rt of Way Incd	STBG-FLEX	10-16	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	STBG-FLEX		\$0	10-21	\$0	\$0	\$5,035,000	\$0	\$0	\$5,035,000
H-22-Inspection	STBG-FLEX		\$0	10-21	\$0	\$0	\$504,000	\$0	\$0	\$504,000
		Total:	\$100,000		\$0	\$290,000	\$5,539,000	\$0	\$0	\$5,829,000
		<i>Federal Funding:</i>	\$80,000		\$0	\$232,000	\$4,431,200	\$0	\$0	\$4,663,200
		<i>State Funding:</i>	\$20,000		\$0	\$58,000	\$1,107,800	\$0	\$0	\$1,165,800
		<i>Local Funding:</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2007 **PIN** 375452 **BIN**

Project Name Town of Ithaca, Gateway Trail (Pedestrian and Bicycle Path)

Sponsor Town of Ithaca

Description Gateway Trail. Construction of multi-use trail connecting the Gateway Bridge over Rt 13 to Buttermilk Falls State Park and Stone Quarry Rd. Tn of Ithaca, Tompkins CO. NY364.

Fund Source: HPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-19-Construction_2	Local		\$0	10-19	\$57,000	\$0	\$0	\$0	\$0	\$57,000
C-7-Detailed Design	HPP	01-10	\$74,000		\$0	\$0	\$0	\$0	\$0	\$0
G-19-Construction_1	HPP		\$0	10-19	\$335,986	\$0	\$0	\$0	\$0	\$335,986
A-1-Scoping	HPP	02-07	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
H-22-Inspection	HPP		\$0	10-19	\$68,708	\$0	\$0	\$0	\$0	\$68,708
Total:			\$84,000		\$461,694	\$0	\$0	\$0	\$0	\$461,694
Federal Funding:			\$67,200		\$323,755	\$0	\$0	\$0	\$0	\$323,755
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$16,800		\$137,939	\$0	\$0	\$0	\$0	\$137,939

**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024 TRANSPORTATION
IMPROVEMENT PROGRAM**

TIP date 2018 **PIN** 375589 **BIN** 2210640

Project Name Cecil Malone Dr. over Flood Relief Channel Bridge

Sponsor City of Ithaca

Description Cecil Malone Dr. over Flood Relief Channel Bridge-BIN 2210640. Bridge Replacement. City of Ithaca, Tompkins CO. BNY2018-Funding in 95% Federal (Using 15% Toll Credit) and 5% Local Match.

Fund Source: STBG-OSB

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
D-10-Rt of Way Acq	STBG-OSB		\$0	10-20	\$0	\$7,000	\$0	\$0	\$0	\$7,000
E-13-Rt of Way Incd	STBG-OSB		\$0	10-20	\$0	\$36,000	\$0	\$0	\$0	\$36,000
B-4-Preliminary Design	STBG-OSB	02-19	\$100,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-OSB	02-19	\$150,000		\$0	\$0	\$0	\$0	\$0	\$0
A-1-Scoping	STBG-OSB	02-19	\$100,000		\$0	\$0	\$0	\$0	\$0	\$0
C-8-Detailed Design_2	STBG-OSB		\$0	05-20	\$1,000	\$0	\$0	\$0	\$0	\$1,000
G-18-Construction	STBG-OSB		\$0	03-21	\$0	\$1,591,000	\$0	\$0	\$0	\$1,591,000
H-22-Inspection	STBG-OSB		\$0	03-21	\$0	\$188,000	\$0	\$0	\$0	\$188,000
Total:			\$350,000		\$1,000	\$1,822,000	\$0	\$0	\$0	\$1,823,000
<i>Federal Funding:</i>			\$332,500		\$950	\$1,730,900	\$0	\$0	\$0	\$1,731,850
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$17,500		\$50	\$91,100	\$0	\$0	\$0	\$91,150

TIP date 2013 **PIN** 375592 **BIN**

Project Name *Elmira Road Overlay and Signal Replacement*

Sponsor *City of Ithaca*

Description *Elmira Road Overlay and Signal Replacement: one course-overlay on roadway from south City Line to near Elmira Road; and replace aging traffic signals at Commercial Avenue and Spencer Road. City of Ithaca, Tompkins CO.*

Fund Source: *NHPP*

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	NHPP	10-16	\$42,100		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	NHPP	10-16	\$105,300		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	NHPP	10-16	\$63,200		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	NHPP		\$0	10-19	\$1,999,000	\$0	\$0	\$0	\$0	\$1,999,000
H-22-Inspection	NHPP		\$0	10-19	\$300,000	\$0	\$0	\$0	\$0	\$300,000
			Total:		\$210,600	\$2,299,000	\$0	\$0	\$0	\$2,299,000
			<i>Federal Funding:</i>		\$168,480	\$1,839,200	\$0	\$0	\$0	\$1,839,200
			<i>State Funding:</i>		\$0	\$0	\$0	\$0	\$0	\$0
			<i>Local Funding:</i>		\$42,120	\$459,800	\$0	\$0	\$0	\$459,800

TIP date 2013 **PIN** 375593 **BIN**

Project Name CR 110, Ellis Hollow Road

Sponsor Tompkins County

Description Paving: Ellis Hollow Road (CR 110) from Pine Tree Rd. to Game Farm Rd. to improve road condition and drivability. Town of Ithaca, Tompkins CO.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-19-Construction_2	Local		\$0	10-19	\$130,000	\$0	\$0	\$0	\$0	\$130,000
A-1-Scoping	STBG-FLEX	10-15	\$15,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX	10-15	\$30,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX	10-15	\$40,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	STBG-FLEX		\$0	10-19	\$665,000	\$0	\$0	\$0	\$0	\$665,000
H-22-Inspection	STBG-FLEX		\$0	10-19	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Total:			\$85,000		\$895,000	\$0	\$0	\$0	\$0	\$895,000
Federal Funding:			\$68,000		\$612,000	\$0	\$0	\$0	\$0	\$612,000
State Funding:			\$12,750		\$114,750	\$0	\$0	\$0	\$0	\$114,750
Local Funding:			\$4,250		\$168,250	\$0	\$0	\$0	\$0	\$168,250

TIP date 2014 **PIN** 375610 **BIN**

Project Name Pine Tree Road - Two Intersections Safety Improvements

Sponsor Tompkins County

Description NYS DOT HSIP 15-17 Funds-Pedestrian safety improvements at two intersections on Pine Tree Road: entrance of East Hill Plaza and at Ellis Hollow Road. The first will be addressed by adding a traffic signal with pedestrian signals. The latter will be addressed by relocating approximately 425 ft of a trail to terminate at the signalized intersection, adding a pedestrian signal, and eliminating the former mid-block crossing. Town of Ithaca, Tompkins CO. Total Federal Award Amount - \$257,400.

Fund Source: HSIP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
E-13-Rt of Way Incd	HSIP		\$0	10-20	\$0	\$17,725	\$0	\$0	\$0	\$17,725
D-10-Rt of Way Acq	HSIP		\$0	10-20	\$0	\$7,275	\$0	\$0	\$0	\$7,275
A-1-Scoping	HSIP	10-14	\$15,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	HSIP	10-14	\$15,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	HSIP	10-14	\$30,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	HSIP		\$0	10-20	\$0	\$178,000	\$0	\$0	\$0	\$178,000
H-22-Inspection	HSIP		\$0	10-20	\$0	\$23,000	\$0	\$0	\$0	\$23,000
Total:			\$60,000		\$0	\$226,000	\$0	\$0	\$0	\$226,000
Federal Funding:			\$54,000		\$0	\$203,400	\$0	\$0	\$0	\$203,400
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$6,000		\$0	\$22,600	\$0	\$0	\$0	\$22,600

TIP date 2017 **PIN** 375615 **BIN** 2210430

Project Name South Cayuga St. Over Six Mile Creek Deck Replacement

Sponsor City of Ithaca

Description Bridge deck and bearings replacement, other repairs and painting on South Cayuga St bridge over Six Mile Creek. BIN 2210430. City of Ithaca, Tompkins CO.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	STBG-FLEX	10-17	\$65,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX	10-17	\$90,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX		\$0	10-19	\$210,000	\$0	\$0	\$0	\$0	\$210,000
G-18-Construction	STBG-FLEX		\$0	10-20	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
H-22-Inspection	STBG-FLEX		\$0	10-20	\$0	\$180,000	\$0	\$0	\$0	\$180,000
Total:			\$155,000		\$210,000	\$1,680,000	\$0	\$0	\$0	\$1,890,000
<i>Federal Funding:</i>			\$124,000		\$168,000	\$1,344,000	\$0	\$0	\$0	\$1,512,000
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$31,000		\$42,000	\$336,000	\$0	\$0	\$0	\$378,000

TIP date 2017 **PIN** 375617 **BIN** 2257740

Project Name Main St. Newfield-Bridge Replacement

Sponsor Newfield

Description Replace culvert bridge, stabilize stream approaches, upgrade roadway approaches. Upgrade railings, drainage, wearing surface and embankments. Main St. over West Branch Cayuga Inlet; town of Newfield, Tompkins County

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-19-Construction_2	NHPP		\$0	10-20	\$0	\$15,000	\$0	\$0	\$0	\$15,000
A-1-Scoping	STBG-FLEX		\$10,000	'10-16	\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX		\$60,000	'10-16	\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX		\$90,000	'04-18	\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	STBG-FLEX		\$8,500	'04-18	\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	STBG-FLEX		\$6,500	'02-18	\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	STBG-FLEX		\$588,000	'12-18	\$0	\$0	\$0	\$0	\$0	\$0
H-22-Inspection	STBG-FLEX		\$90,000	'12-18	\$0	\$0	\$0	\$0	\$0	\$0
Total:			\$853,000		\$0	\$15,000	\$0	\$0	\$0	\$15,000
Federal Funding:			\$682,400		\$0	\$12,000	\$0	\$0	\$0	\$12,000
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$170,600		\$0	\$3,000	\$0	\$0	\$0	\$3,000

**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024 TRANSPORTATION
IMPROVEMENT PROGRAM**

TIP date 2017 **PIN** 375618 **BIN** 3314350

Project Name Ludlowville Road over Salmon Creek: Bridge Replacement

Sponsor Tompkins County

Description Replace bridge and upgrade approaches. Upgrade railings, drainage and utility supports. BIN 3314350. Tompkins CO.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-19-Construction_2	NHPP		\$0	10-20	\$0	\$90,000	\$0	\$0	\$0	\$90,000
A-1-Scoping	STBG-FLEX	10-16	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX	10-16	\$70,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX	10-18	\$70,000		\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	STBG-FLEX	10-18	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	STBG-FLEX	10-16	\$9,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	STBG-FLEX		\$0	10-19	\$1,156,000	\$0	\$0	\$0	\$0	\$1,156,000
H-22-Inspection	STBG-FLEX		\$0	10-19	\$162,000	\$0	\$0	\$0	\$0	\$162,000
Total:			\$169,000		\$1,318,000	\$90,000	\$0	\$0	\$0	\$1,408,000
Federal Funding:			\$135,200		\$1,054,400	\$72,000	\$0	\$0	\$0	\$1,126,400
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$33,800		\$263,600	\$18,000	\$0	\$0	\$0	\$281,600

TIP date 2017

PIN 375619

BIN 3314130

Project Name Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation. Tn. Dryden, Tompkins County

Sponsor Tompkins County

Description Rehabilitate Fall Creek Road (CR105) bridge over Fall Creek. BIN 3314130. Upgrade approaches and install scour countermeasures and bank erosion protection. Replace deteriorated curb and headwall sections. Upgrade bridge rail and approach railing. Town of Dryden, Tompkins CO.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	STBG-FLEX		\$0	10-22	\$0	\$0	\$0	\$10,000	\$0	\$10,000
B-4-Preliminary Design	STBG-FLEX		\$0	10-22	\$0	\$0	\$0	\$40,000	\$0	\$40,000
C-7-Detailed Design	STBG-FLEX		\$0	10-22	\$0	\$0	\$0	\$60,000	\$0	\$60,000
D-10-Rt of Way Acq	STBG-FLEX		\$0	10-23	\$0	\$0	\$0	\$0	\$5,000	\$5,000
E-13-Rt of Way Incd	STBG-FLEX		\$0	10-22	\$0	\$0	\$0	\$5,000	\$0	\$5,000
G-18-Construction	STBG-FLEX		\$0	10-23	\$0	\$0	\$0	\$0	\$600,000	\$600,000
H-22-Inspection	STBG-FLEX		\$0	10-23	\$0	\$0	\$0	\$0	\$90,000	\$90,000
Total:			\$0		\$0	\$0	\$0	\$115,000	\$695,000	\$810,000
Federal Funding:			\$0		\$0	\$0	\$0	\$92,000	\$556,000	\$648,000
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$0		\$0	\$0	\$0	\$23,000	\$139,000	\$162,000

**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024 TRANSPORTATION
IMPROVEMENT PROGRAM**

TIP date 2017 **PIN** 375620 **BIN**

Project Name State St. Mill and Repave from East Green St./Seneca Way to Eddy St.

Sponsor City of Ithaca

Description Mill and repave State St. from East Green St./Seneca Way to Eddy St. Replace traffic signal. Replace non-ADA compliant curb ramps and sidewalk. City of Ithaca. Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
D-1 Construction	NHPP		\$0	10-23	\$0	\$0	\$0	\$0	\$1,335,000	\$1,335,000
E-1 Inspection	NHPP		\$0	10-23	\$0	\$0	\$0	\$0	\$333,000	\$333,000
A-1-Scoping	NHPP		\$0	10-20	\$0	\$75,000	\$0	\$0	\$0	\$75,000
B-4-Preliminary Design	NHPP		\$0	10-20	\$0	\$75,000	\$0	\$0	\$0	\$75,000
C-7-Detailed Design	NHPP		\$0	10-20	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total:			\$0		\$0	\$300,000	\$0	\$0	\$1,668,000	\$1,968,000
<i>Federal Funding:</i>			\$0		\$0	\$240,000	\$0	\$0	\$1,334,400	\$1,574,400
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$0		\$0	\$60,000	\$0	\$0	\$333,600	\$393,600

TIP date 2018 **PIN** 375650 **BIN**

Project Name Local PSAP Project, City of Ithaca, Tompkins County

Sponsor City of Ithaca

Description HSIP Funds - 2018. This project will make improvements to pedestrian facilities at uncontrolled crosswalks and signalized intersections in the City of Ithaca, Tompkins County. This effort is part of the New York State Pedestrian Safety Action Plan (PSAP) program managed by NYSDOT. The systemic approach outlined in the PSAP is intended to proactively address widespread safety issues and minimize crash potential by implementing countermeasures at locations that have been shown to be high risk based on crash type. Funding 100% federal using 10% toll credit. Total Federal Award Amount - \$589,000.

Fund Source: PSAP-HSIP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
B-4-Preliminary Design	HSIP	10/18	\$26,000		\$0	\$0	\$0	\$0	\$0	\$0
C-8-Detailed Design_2	HSIP		\$0	10/19	\$1,000	\$0	\$0	\$0	\$0	\$1,000
A-1-Scoping	HSIP	10/18	\$26,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	HSIP	10/18	\$35,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	HSIP		\$0	10/20	\$0	\$454,000	\$0	\$0	\$0	\$454,000
H-22-Inspection	HSIP		\$0	10/20	\$0	\$48,000	\$0	\$0	\$0	\$48,000
Total:			\$87,000		\$1,000	\$502,000	\$0	\$0	\$0	\$503,000
Federal Funding:			\$87,000		\$1,000	\$502,000	\$0	\$0	\$0	\$503,000
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2018 **PIN** 375652 **BIN** 1046020

Project Name Central Chapel Rd (CR 115) over Boice Creek Bridge

Sponsor Tompkins County

Description Central Chapel Rd (CR 115) Over Boice Creek Bridge Replacement. BIN 1046020. Town of Caroline, Tompkins CO. BNY2018-Funding in 95% Federal (Using 15% Toll Credit) and 5% Local Match.

Fund Source: STBG-OSB

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	STBG-OSB	02-19	\$59,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-OSB	02-19	\$59,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-OSB	02-19	\$78,000		\$0	\$0	\$0	\$0	\$0	\$0
C-8-Detailed Design_2	STBG-OSB		\$0	05-20	\$1,000	\$0	\$0	\$0	\$0	\$1,000
E-13-Rt of Way Incd	STBG-OSB	02-19	\$7,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	STBG-OSB		\$0	03-21	\$0	\$897,000	\$0	\$0	\$0	\$897,000
H-22-Inspection	STBG-OSB		\$0	03-21	\$0	\$106,000	\$0	\$0	\$0	\$106,000
		Total:	\$203,000		\$1,000	\$1,003,000	\$0	\$0	\$0	\$1,004,000
		<i>Federal Funding:</i>	\$192,850		\$950	\$952,850	\$0	\$0	\$0	\$953,800
		<i>State Funding:</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>Local Funding:</i>	\$10,150		\$50	\$50,150	\$0	\$0	\$0	\$50,200

**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024 TRANSPORTATION
IMPROVEMENT PROGRAM**

TIP date 2018 **PIN** 375653 **BIN** 3314180

Project Name CR 109 over Fall Creek

Sponsor Tompkins County

Description County Road 109 (Etna Rd.) Over Fall Creek, Bridge Replacement. BIN 3314180. Town of Dryden, Tompkins CO. BNY2018-Funding in 95% Federal (Using 15% Toll Credit) and 5% Local Match.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	NHPP	2-19	\$104,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	NHPP	2-19	\$104,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	NHPP	2-19	\$126,000		\$0	\$0	\$0	\$0	\$0	\$0
C-8-Detailed Design_2	NHPP		\$0	05-20	\$1,000	\$0	\$0	\$0	\$0	\$1,000
D-10-Rt of Way Acq	NHPP		\$0	05-20	\$27,000	\$0	\$0	\$0	\$0	\$27,000
E-13-Rt of Way Incd	NHPP	2-19	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	NHPP		\$0	03-21	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
H-22-Inspection	NHPP		\$0	03-21	\$0	\$165,000	\$0	\$0	\$165,000	\$330,000
			Total:		\$28,000	\$1,665,000	\$0	\$0	\$165,000	\$1,858,000
			<i>Federal</i>		\$26,600	\$1,581,750	\$0	\$0	\$156,750	\$1,765,100
			<i>State Funding:</i>		\$0	\$0	\$0	\$0	\$0	\$0
			<i>Local Funding:</i>		\$1,400	\$83,250	\$0	\$0	\$8,250	\$92,900

TIP date 2018 **PIN** 375659 **BIN** 3210360

Project Name Cemetery Rd. over Trumansburg Creek Bridge

Sponsor Town of Ulysses

Description Cemetery Rd. over Trumansburg Creek. Bridge Replacement. BIN 3210360. Village of Trumansburg, Town of Ulysses, Tompkins CO.

BNY2018-Funding in 95% Federal (Using 15% Toll Credit) and 5% Local Match.

Fund Source: STBG-OSB

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
C-8-Detailed Desig	STBG-OSB		\$0	05-20	\$1,000	\$0	\$0	\$0	\$0	\$1,000
A-1-Scoping	STBG-OSB	02-19	\$50,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-OSB	02-19	\$50,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-OSB	02-19	\$67,000		\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	STBG-OSB		\$0	05-20	\$9,000	\$0	\$0	\$0	\$0	\$9,000
E-13-Rt of Way Incd	STBG-OSB	02-19	\$3,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	STBG-OSB		\$0	03-21	\$0	\$722,000	\$0	\$0	\$0	\$722,000
H-22-Inspection	STBG-OSB		\$0	03-21	\$0	\$80,000	\$0	\$0	\$0	\$80,000
Total:			\$170,000		\$10,000	\$802,000	\$0	\$0	\$0	\$812,000
<i>Federal</i>			\$161,500		\$9,500	\$761,900	\$0	\$0	\$0	\$771,400
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$8,500		\$500	\$40,100	\$0	\$0	\$0	\$40,600

TIP date 2019 **PIN** 375668 **BIN** 2210420

Project Name South Albany St. Bridge over Six Mile Creek

Sponsor City of Ithaca

Description Replace/Rehabilitate South Albany St. Bridge over Six Mile Creek and reconstruction of approaches. BIN 2210420. City of Ithaca, Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	NHPP		\$0	10-19	\$65,000	\$0	\$0	\$0	\$0	\$65,000
B-4-Preliminary Design	NHPP		\$0	10-19	\$90,000	\$0	\$0	\$0	\$0	\$90,000
C-7-Detailed Design	NHPP		\$0	10-20	\$0	\$210,000	\$0	\$0	\$0	\$210,000
G-18-Construction	NHPP		\$0	10-21	\$0	\$0	\$1,550,000	\$0	\$0	\$1,550,000
H-22-Inspection	NHPP		\$0	10-21	\$0	\$0	\$185,000	\$0	\$0	\$185,000
Total:			\$0		\$155,000	\$210,000	\$1,735,000	\$0	\$0	\$2,100,000
<i>Federal Funding:</i>			\$0		\$124,000	\$168,000	\$1,388,000	\$0	\$0	\$1,680,000
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$0		\$31,000	\$42,000	\$347,000	\$0	\$0	\$420,000

TIP date 2019 **PIN** 375669 **BIN** 2210620

Project Name Stewart Ave. Bridge over Fall Creek, Painting

Sponsor City of Ithaca

Description Paint the Stewart Ave. Bridge-BIN 2210620- over Fall Creek to protect the steel bridge elements for 15 years against corrosion. Steel strengthening and retrofitting are also part of the project. City Ithaca, Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	NHPP		\$0	10-21	\$0	\$0	\$20,000	\$0	\$0	\$20,000
B-4-Preliminary Design	NHPP		\$0	10-21	\$0	\$0	\$35,000	\$0	\$0	\$35,000
C-7-Detailed Design	NHPP		\$0	10-21	\$0	\$0	\$55,000	\$0	\$0	\$55,000
G-18-Construction	NHPP		\$0	10-23	\$0	\$0	\$0	\$0	\$880,000	\$880,000
H-22-Inspection	NHPP		\$0	10-23	\$0	\$0	\$0	\$0	\$132,000	\$132,000
Total:			\$0		\$0	\$0	\$110,000	\$0	\$1,012,000	\$1,122,000
Federal Funding:			\$0		\$0	\$0	\$88,000	\$0	\$809,600	\$897,600
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$0		\$0	\$0	\$22,000	\$0	\$202,400	\$224,400

TIP date 2019 **PIN** 380754 **BIN**

Project Name Regional Bridge Deck and Joint Repair Project 2020

Sponsor NYSDOT

Description This project will preserve bridge decks by applying a thin overlay or sealant, and repair or replace deficient or damaged bridge joints on various structures along Rt. 13 in Tompkins CO. BINs: 1010381, 1010382, 1010300, 1010310, 1010400, 1010410, 1077110, 1010290, and 1010320. Grouped Project; Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-18-Construction	NHPP		\$0	8-20	\$250,000	\$0	\$0	\$0	\$0	\$250,000
H-22-Inspection	NHPP		\$0	8-20	\$25,000	\$0	\$0	\$0	\$0	\$25,000
		Total:	\$0		\$275,000	\$0	\$0	\$0	\$0	\$275,000
		Federal Funding:	\$0		\$220,000	\$0	\$0	\$0	\$0	\$220,000
		State Funding:	\$0		\$55,000	\$0	\$0	\$0	\$0	\$55,000
		Local Funding:								

TIP date 2019 **PIN** 380760 **BIN**
Project Name Regional Pavement Markings and Audible Roadway Delineators Project 2020
Sponsor NYSDOT

Description The work will replace Long-Line and Special pavement markings on various state-owned highways in order to maintain effective pavement markings and reduce accidents. Audible Roadway Delineators will also be installed at predetermined state-owned highways.
Tompkins CO.

Fund Source: NHPP/STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-18-Construction	NHPP		\$0	2-20	\$100,000	\$0	\$0	\$0	\$0	\$100,000
G-19-Construction_2	STBG-FLEX		\$0	2-20	\$90,000	\$0	\$0	\$0	\$0	\$90,000
H-22-Inspection	NHPP		\$0	2-20	\$10,000	\$0	\$0	\$0	\$0	\$10,000
H-23-Inspection_2	STBG-FLEX		\$0	2-20	\$9,000	\$0	\$0	\$0	\$0	\$9,000
Total:			\$0		\$209,000	\$0	\$0	\$0	\$0	\$209,000
Federal Funding:			\$0		\$167,200	\$0	\$0	\$0	\$0	\$167,200
State Funding:			\$0		\$41,800	\$0	\$0	\$0	\$0	\$41,800
Local Funding:										

TIP date 2019 **PIN** 380761 **BIN**
Project Name Regional Pavement Markings and Audible Roadway Delineators Project 2021

Sponsor NYSDOT

Description The work will replace Long-Line and Special pavement markings on various state-owned highways in order to maintain effective pavement markings and reduce accidents. Audible Roadway Delineators will also be installed at predetermined state-owned highways.
 Tompkins CO.

Fund Source: NHPP/STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-18-Construction	NHPP		\$0	2-21	\$0	\$100,000	\$0	\$0	\$0	\$100,000
G-19-Construction_2	STBG-FLEX		\$0	2-21	\$0	\$90,000	\$0	\$0	\$0	\$90,000
H-22-Inspection	NHPP		\$0	2-21	\$0	\$10,000	\$0	\$0	\$0	\$10,000
H-23-Inspection_2	STBG-FLEX		\$0	2-21	\$0	\$9,000	\$0	\$0	\$0	\$9,000
Total:			\$0		\$0	\$209,000	\$0	\$0	\$0	\$209,000
Federal Funding:			\$0		\$0	\$167,200	\$0	\$0	\$0	\$167,200
State Funding:			\$0		\$0	\$41,800	\$0	\$0	\$0	\$41,800
Local Funding:										

TIP date 2017 **PIN** 380762 **BIN**

Project Name Regional Large Culvert Repair/Replacement

Sponsor NYSDOT

Description Repair or replace four existing large culverts-CIN C326164 Tn of Lansing, C326146 Tn of Enfield, C326160 Tn of Danby, C326167 Tn of Dryden- & Repair one bridge-BIN 1093800 SR-38 Over Owasco Inlet, Tn of Groton. Regional Large Culvert Repair/Replacement: Grouped Project; Tompkins CO.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	STBG-FLEX	10-17	\$18,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX	10-17	\$18,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX	10-19	\$0		\$37,000	\$0	\$0		\$0	
D-10-Rt of Way Acq	STBG-FLEX	08-19	\$50,000		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	STBG-FLEX	10-17	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	STBG-FLEX		\$0	10-19	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
H-22-Inspection	STBG-FLEX		\$0	10-19	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Total:			\$96,000		\$1,687,000	\$0	\$0	\$0	\$0	\$1,650,000
<i>Federal Funding:</i>			\$76,800		\$1,349,600	\$0	\$0	\$0	\$0	\$1,320,000
<i>State Funding:</i>			\$19,200		\$337,400	\$0	\$0	\$0	\$0	\$330,000
<i>Local Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2019 **PIN** 380768 **BIN**
Project Name Regional Pavement Markings and Audible Roadway Delineators Project 2022

Sponsor NYSDOT

Description The work will replace Long-Line and Special pavement markings on various state-owned highways in order to maintain effective pavement markings and reduce accidents. Audible Roadway Delineators will also be installed at predetermined state-owned highways.

Tompkins CO.

Fund Source: NHPP/STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-18-Construction	NHPP		\$0	02-22	\$0	\$0	\$100,000	\$0	\$0	\$100,000
G-19-Construction_2	STBG-FLEX		\$0	02-22	\$0	\$0	\$90,000	\$0	\$0	\$90,000
H-22-Inspection	NHPP		\$0	02-22	\$0	\$0	\$10,000	\$0	\$0	\$10,000
H-23-Inspection_2	STBG-FLEX		\$0	02-22	\$0	\$0	\$9,000	\$0	\$0	\$9,000
Total:			\$0		\$0	\$0	\$209,000	\$0	\$0	\$209,000
Federal Funding:			\$0		\$0	\$0	\$167,200	\$0	\$0	\$167,200
State Funding:			\$0		\$0	\$0	\$41,800	\$0	\$0	\$41,800
Local Funding:										

TIP date 2019 **PIN** 380769 **BIN**
Project Name Regional Pavement Markings and Audible Roadway Delineators Project 2023

Sponsor NYSDOT

Description The work will replace Long-Line and Special pavement markings on various state-owned highways in order to maintain effective pavement markings and reduce accidents. Audible Roadway Delineators will also be installed at predetermined state-owned highways.
Tompkins CO.

Fund Source: NHPP/STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-18-Construction	NHPP		\$0	02-23	\$0	\$0	\$0	\$100,000	\$0	\$100,000
H-23-Inspection_2	STBG-FLEX		\$0	02-23	\$0	\$0	\$0	\$9,000	\$0	\$9,000
G-19-Construction_2	STBG-FLEX		\$0	02-23	\$0	\$0	\$0	\$90,000	\$0	\$90,000
H-22-Inspection	NHPP		\$0	02-23	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Total:			\$0		\$0	\$0	\$0	\$209,000	\$0	\$209,000
Federal Funding:			\$0		\$0	\$0	\$0	\$167,200	\$0	\$167,200
State Funding:			\$0		\$0	\$0	\$0	\$41,800	\$0	\$41,800
Local Funding:										

TIP date 2019 **PIN** 380770 **BIN**
Project Name Regional Pavement Markings and Audible Roadway Delineators Project 2014
Sponsor NYSDOT

Description This project will replace Long-Line and Special pavement markings on various state-owned highways in order to maintain effective pavement markings and reduce accidents. Audible Roadway Delineators will also be installed at predetermined state-owned highways. Tompkins CO.

Fund Source: NHPP/STBG-Flex

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-18-Construction	NHPP		\$0	02-24	\$0	\$0	\$0	\$0	\$100,000	\$100,000
G-19-Construction_2	STBG-FLEX		\$0	02-24	\$0	\$0	\$0	\$0	\$90,000	\$90,000
H-22-Inspection	NHPP		\$0	02-24	\$0	\$0	\$0	\$0	\$10,000	\$10,000
H-23-Inspection_2	STBG-FLEX		\$0	02-24	\$0	\$0	\$0	\$0	\$9,000	\$9,000
Total:			\$0		\$0	\$0	\$0	\$0	\$209,000	\$209,000
Federal Funding:			\$0		\$0	\$0	\$0	\$0	\$167,200	\$167,200
State Funding:			\$0		\$0	\$0	\$0	\$0	\$41,800	\$41,800
Local Funding:										

TIP date 2017 **PIN** 395062 **BIN**

Project Name Rt.96B (Danby Rd.) Sidewalk Project, Ithaca College Entrance to Ithaca City Line, Town of Ithaca, Tompkins County

Sponsor Town of Ithaca

Description This project will install approximately 0.6 miles of new sidewalk on the east side of Route 96 (Danby Road) between the City of Ithaca line and the main entrance to Ithaca College in the Town of Ithaca, Tompkins County. This will enhance safety and improve mobility for pedestrians. Scoping was completed under PIN 375591.

Fund Source:

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
B-4-Preliminary Design	TAP-Small Urban	10-17	\$62,500		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	TAP-Small Urban	10-17	\$94,800		\$0	\$0	\$0	\$0	\$0	\$0
C-8-Detailed Design_2	TAP-Small Urban		\$0	10-19	\$1,000	\$0	\$0	\$0	\$0	\$1,000
E-13-Rt of Way Incd	TAP-Small Urban	10-17	\$20,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	TAP-Small Urban		\$0	10-19	\$1,131,000	\$0	\$0	\$0	\$0	\$1,131,000
H-22-Inspection	TAP-Small Urban		\$0	10-19	\$169,200	\$0	\$0	\$0	\$0	\$169,200
Total:			\$177,300		\$1,301,200	\$0	\$0	\$0	\$0	\$1,301,200
<i>Federal Funding:</i>			\$141,840		\$1,040,960	\$0	\$0	\$0	\$0	\$1,040,960
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$35,460		\$260,240	\$0	\$0	\$0	\$0	\$260,240

TIP date 2019 **PIN** 395069 **BIN**

Project Name *Walking Safe Cayuga Heights*

Sponsor *Village of Cayuga Heights*

Description *TAP Funds - 2019. Walking Safe: Cayuga Heights (WSCH) will provide continuous ADA-compliant sidewalks, high-visibility crosswalks, clear signage, pedestrian lighting, concrete curbing and reduced lane widths to enhance route safety and increase accessibility to schools and other destinations within and adjacent to the Village. Village of Cayuga Heights, Tompkins CO. Total Federal Award Amount - \$534,400.*

Fund Source: TAP FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
C-8-Detailed Design	TAP-FLEX		\$0	10-20	\$0	\$1,000	\$0	\$0	\$0	\$1,000
A-1-Scoping	TAP-FLEX	07-19	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	TAP-FLEX	07-19	\$57,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	TAP-FLEX	07-19	\$76,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	TAP-FLEX		\$0	03-21	\$0	\$458,000	\$0	\$0	\$0	\$458,000
H-22-Inspection	TAP-FLEX		\$0	03-21	\$0	\$67,000	\$0	\$0	\$0	\$67,000
Total:			\$143,000		\$0	\$526,000	\$0	\$0	\$0	\$526,000
<i>Federal Funding:</i>			\$114,400		\$0	\$420,800	\$0	\$0	\$0	\$420,800
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$28,600		\$0	\$105,200	\$0	\$0	\$0	\$105,200

TIP date 2019 **PIN** 395071 **BIN**

Project Name Dryden Rail Trail Phase 2

Sponsor Town of Dryden

Description TAP Funds - 2019. Complete a 3.9-mile ADA-compliant multi-use trail, including construction of a bridge or tunnel bicycle/pedestrian crossing of NYS Highway Route 13 and connecting with the East Ithaca Recreation Way as Phase 2 of the Town of Dryden's 10.4-mile Dryden Rail Trail project. When completed, the rail trail will provide an off-road, non-motorized commuter and recreational route connecting the Villages of Dryden and Freeville with the hamlets of Etna and Varna and to the City of Ithaca. Town of Dryden, Tompkins CO. Total Federal Award Amnt - \$1,476,800.

Fund Source: TAP FLEX (NOTE: 100% LOCAL CONST. PHASE)

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	TAP-FLEX	10-19	\$0		\$80,000	\$0	\$0	\$0	\$0	\$80,000
B-4-Preliminary Design	TAP-FLEX	10-19	\$0		\$70,000	\$0	\$0	\$0	\$0	\$70,000
C-7-Detailed Design	TAP-FLEX	10-19	\$0		\$105,000	\$0	\$0	\$0	\$0	\$105,000
C-8-Detailed Design_2	TAP-FLEX		\$0	10-20	\$0	\$1,000	\$0	\$0	\$0	\$1,000
G-18-Construction	TAP-FLEX		\$0	03-21	\$0	\$1,441,000	\$0	\$0	\$0	\$1,441,000
G-20-Construction_3	LOCAL		\$0	03-21	\$0	\$345,000	\$0	\$0	\$0	\$345,000
H-22-Inspection	TAP-FLEX		\$0	03-21	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total:			\$0		\$255,000	\$1,937,000	\$0	\$0	\$0	\$2,192,000
Federal Funding:			\$0		\$204,000	\$1,549,600	\$0	\$0	\$0	\$1,753,600
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$0		\$51,000	\$387,400	\$0	\$0	\$0	\$438,400

TIP date 2019 **PIN** 395075 **BIN**

Project Name Black Diamond Trail Bridge Over Flood Control Channel

Sponsor City of Ithaca

Description TAP Funds - 2019. Construct the proposed Black Diamond Trail bridge over the Flood Control Channel and related shared use path and amenities approximately in line with the Cecil A. Malone Drive right of way. The project provides a key component of the Black Diamond Trail, as planned by NYSOPRHP, and the only non-motorized crossing of the Flood Control Channel, saving a 0.75-mile walk around. City of Ithaca, Tompkins CO. Total Federal Award Amount - \$1,197,600.

Fund Source: TAP FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	TAP-FLEX	07-19	\$68,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	TAP-FLEX	07-19	\$68,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	TAP-FLEX	07-19	\$137,000		\$0	\$0	\$0	\$0	\$0	\$0
C-8-Detailed Design_2	TAP-FLEX		\$0	10-20	\$0	\$1,000	\$0	\$0	\$0	\$1,000
G-18-Construction	TAP-FLEX		\$0	03-21	\$0	\$1,093,000	\$0	\$0	\$0	\$1,093,000
H-22-Inspection	TAP-FLEX		\$0	03-21	\$0	\$131,000	\$0	\$0	\$0	\$131,000
Total:			\$273,000		\$0	\$1,225,000	\$0	\$0	\$0	\$1,225,000
Federal Funding:			\$218,400		\$0	\$980,000	\$0	\$0	\$0	\$980,000
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$54,600		\$0	\$245,000	\$0	\$0	\$0	\$245,000

TIP date 2017 **PIN** 3BNY02 **BIN** 3209800

Project Name NYSDOT Bridge NY Rehabilitation and Replacement – Region 3

Sponsor Town of Dryden

Description Freese Rd over Fall Creek Major Bridge Rehabilitation. Part of the NYSDOT Bridge NY Rehabilitation and Replacement Group Project - Region 3.

Fund Source: OSB

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
b-Inspection	OSB		\$0	10-20	\$0	\$220,000	\$0	\$0	\$0	\$220,000
a-Construction	OSB		\$0	10-20	\$0	\$2,205,000	\$0	\$0	\$0	\$2,205,000
Total:			\$0		\$0	\$2,425,000	\$0	\$0	\$0	\$2,425,000
Federal Funding:			\$0		\$0	\$1,940,000	\$0	\$0	\$0	\$1,940,000
State Funding:			\$0		\$0	\$485,000	\$0	\$0	\$0	\$485,000
Local Funding:										

TIP date 2019 **PIN** 3M1804 **BIN**

Project Name Regional Bridge Job Order Contract 2020

Sponsor NYSDOT

Description Maintain Federal Aid System bridges in a safe, functional condition as needs are identified. Element specific maintenance type work will be undertaken for safety and other necessary improvements to keep selected structures in a state of good repair.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-18-Construction	STBG-FLEX		\$0	02-20	\$100,000	\$0	\$0	\$0	\$0	\$100,000
H-22-Inspection	STBG-FLEX		\$0	02-20	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Total:			\$0		\$110,000	\$0	\$0	\$0	\$0	\$110,000
Federal Funding:			\$0		\$88,000	\$0	\$0	\$0	\$0	\$88,000
State Funding:			\$0		\$22,000	\$0	\$0	\$0	\$0	\$22,000
Local Funding:										

TIP date 2019 **PIN** 3M1904 **BIN**

Project Name Regional Bridge Job Order Contract 2022

Sponsor NYSDOT

Description Maintain Federal Aid System bridges in a safe, functional condition as needs are identified. Element specific maintenance type work will be undertaken for safety and other necessary improvements to keep selected structures in a state of good repair.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
C-7-Detailed Design	STBG-FLEX		\$0	08-21	\$0	\$15,000	\$0	\$0	\$0	\$15,000
G-18-Construction	STBG-FLEX		\$0	02-22	\$0	\$0	\$100,000	\$0	\$0	\$100,000
H-22-Inspection	STBG-FLEX		\$0	02-22	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$0		\$0	\$15,000	\$110,000	\$0	\$0	\$125,000
Federal Funding:			\$0		\$0	\$12,000	\$88,000	\$0	\$0	\$100,000
State Funding:			\$0		\$0	\$3,000	\$22,000	\$0	\$0	\$25,000
Local Funding:										

TIP date 2019 **PIN** 3M2001 **BIN**

Project Name Regional Bridge Cleaning and Washing 2020

Sponsor NYSDOT

Description Clean decks, scuppers, steel components, substructures and other elements on State owned bridges on and off the Federal Aid System.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
G-18-Construction	STBG-FLEX		\$0	12-19	\$200,000	\$0	\$0	\$0	\$0	\$200,000
H-22-Inspection	STBG-FLEX		\$0	12-19	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Total:			\$0		\$220,000	\$0	\$0	\$0	\$0	\$220,000
Federal Funding:			\$0		\$176,000	\$0	\$0	\$0	\$0	\$176,000
State Funding:			\$0		\$44,000	\$0	\$0	\$0	\$0	\$44,000
Local Funding:										

TIP date 2019 **PIN** 3M2004 **BIN**

Project Name Regional Bridge Job Order Contract 2024

Sponsor NYSDOT

Description Maintain Federal Aid System bridges in a safe, functional condition as needs are identified. Element specific maintenance type work will be undertaken for safety and other necessary improvements to keep selected structures in a state of good repair.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
C-7-Detailed Design	STBG-FLEX		\$0	08-23	\$0	\$0	\$0	\$15,000	\$0	\$15,000
G-18-Construction	STBG-FLEX		\$0	02-24	\$0	\$0	\$0	\$0	\$100,000	\$100,000
H-22-Inspection	STBG-FLEX		\$0	02-24	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Total:			\$0		\$0	\$0	\$0	\$15,000	\$110,000	\$125,000
Federal Funding:			\$0		\$0	\$0	\$0	\$12,000	\$88,000	\$100,000
State Funding:			\$0		\$0	\$0	\$0	\$3,000	\$22,000	\$25,000
Local Funding:										

TIP date 2019 **PIN** 3M2201 **BIN**

Project Name Regional Bridge Cleaning and Washing 2021

Sponsor NYSDOT

Description Clean decks, scuppers, steel components, substructures and other elements on State owned bridges on and off the Federal Aid System.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	STBG-FLEX		\$0	01-21	\$0	\$3,000	\$0	\$0	\$0	\$3,000
B-4-Preliminary Design	STBG-FLEX		\$0	01-21	\$0	\$3,000	\$0	\$0	\$0	\$3,000
C-7-Detailed Design	STBG-FLEX		\$0	01-21	\$0	\$4,000	\$0	\$0	\$0	\$4,000
G-18-Construction	STBG-FLEX		\$0	12-21	\$0	\$0	\$200,000	\$0	\$0	\$200,000
H-22-Inspection	STBG-FLEX		\$0	12-21	\$0	\$0	\$20,000	\$0	\$0	\$20,000
Total:			\$0		\$0	\$10,000	\$220,000	\$0	\$0	\$230,000
Federal Funding:			\$0		\$0	\$8,000	\$176,000	\$0	\$0	\$184,000
State Funding:			\$0		\$0	\$2,000	\$44,000	\$0	\$0	\$46,000
Local Funding:										

TIP date 2019 **PIN** 3M2401 **BIN**

Project Name Regional Bridge Cleaning and Washing 2023

Sponsor NYSDOT

Description Clean decks, scuppers, steel components, substructures and other elements on State owned bridges on and off the Federal Aid System.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping	STBG-FLEX		\$0	01-23	\$0	\$0	\$0	\$3,000	\$0	\$3,000
B-4-Preliminary Design	STBG-FLEX		\$0	01-23	\$0	\$0	\$0	\$3,000	\$0	\$3,000
C-7-Detailed Design	STBG-FLEX		\$0	01-23	\$0	\$0	\$0	\$4,000	\$0	\$4,000
G-18-Construction	STBG-FLEX		\$0	10-23	\$0	\$0	\$0	\$0	\$200,000	\$200,000
H-22-Inspection	STBG-FLEX		\$0	10-23	\$0	\$0	\$0	\$0	\$20,000	\$20,000
Total:			\$0		\$0	\$0	\$0	\$10,000	\$220,000	\$230,000
Federal Funding:			\$0		\$0	\$0	\$0	\$8,000	\$176,000	\$184,000
State Funding:			\$0		\$0	\$0	\$0	\$2,000	\$44,000	\$46,000
Local Funding:										

TIP date 2019 **PIN** RC0000 **BIN**

Project Name Railroad Crossings Block

Sponsor Will Vary According to Project

Description This table is blocked for funding of Railroad Crossings projects. Projects will be added on an as-needed basis.

Fund Source: RAIL

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
A-1-Scoping			\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Total:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Federal Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		State Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Local Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2019 **PIN** RT0000 **BIN**

Project Name Recreational Trails Block

Sponsor Will Vary According to Project

Description This table is blocked for funding of Recreational Trail (RT) projects. Projects will be added on an as-needed basis.

Fund Source: RT

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
Scoping			\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Total:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Federal Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		State Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Local Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2019 **PIN** TA0000 **BIN**

Project Name Transportation Alternatives Block

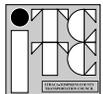
Sponsor Will Vary According to Project

Description This table is blocked for funding of Transportation Alternatives projects. Projects will be added on an as-needed basis.

Fund Source: TA

Project Element	Funding	Date	Obligated	Date	19/20	20/21	21/22	22/23	23/24	5 YR Total
Scoping			\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Total:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Federal Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		State Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Local Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0

2020 – 2024 Federal Transit Administration Tables



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

**DRAFT 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAM SUMMARY TABLES**

As of 8/25/2020

URBAN FORMULA (FTA 5307)		PIN#	FUND	2020	2021	2022	2023	2024	5-YEAR TOTAL
Preventative Maintenance	This project pays for spare parts and labor for preventative maintenance of TCAT's bus fleet.	382178	C09	2,012,104	1,000,000	1,100,000	1,200,000	1,300,000	6,612,104
Support Vehicle	This project replaces four (4) support cars to enable drivers to change work shifts.	382124	C09	25,345	28,019	25,998	23,276	19,913	122,551
Shop Truck Purchase	Purchase (1) replacement shop truck for TCAT.	382891	C09	27,514	-	-	-	-	27,514
35 FT Diesel Bus for Expansion (1)	Purchase (1) 35 Ft Diesel Bus for service expansion for TCAT.	382912	C09	176,478	-	-	-	-	176,478
ADP Hardware	Purchase modems for TCAT buses (58).	382919	C09	100,000	-	-	-	-	100,000
40 Ft Diesel or Electric Buses for Expansion (2)	Purchase (2) 40 ft diesel or electric buses for TCAT service expansion	382920	C09	-	480,000	-	-	-	480,000
Cargo Van (1)	Purchase (1) cargo van to service TCAT passenger shelters & bus stops. (1)	382913	C09	35,000	-	-	-	-	35,000
Mobility Management - County	This project provides for County planning management and technical assistance to coordinated transportation, mobility management, SCMP, and Sec. 5310 projects.	382278	C09	133,000	136,000	139,000	141,000	144,000	693,000
Project Administration - County	County project administration of FTA grant-funded projects.	382099	C09	13,750	15,000	17,000	19,000	23,000	87,750
Mobility Management - Non-County (SCMP)	This project supports SCMP-eligible mobility management projects identified in the Coordinated Plan and local solicitation review process 2017-2020. TCAT travel training, transfer from Sec 5311.	382417	C09	249,752	30,000	32,500	35,000	37,500	384,752
Short-Term Transit Planning	Study, Transit Signal Prioritization Study (TSP), and the Wendell Facility Study.	382401	C09	345,500	-	-	-	-	345,500
Mobility Management-Way2Go County (Rural)	Way2Go Mobility Management for Tompkins Co. A community mobility education and One Call-One Click service with 2-1-1 Tompkins/Cortland, contracted by Tompkins County. Sec 5311 Transfer.	382828	C09	-	230,849	187,358	237,358	187,358	842,922
Mobility Management - Way2Go - Regional	This project develops and implements a regional mobility management program (MoveTogetherNY) of up to 8 counties. Sec 5311 Transfer.	382832	C09	-	75,000	100,000	162,500	100,000	437,500
Mobility Management - Upstate NY Community Mobility Training Conferences	This project develops and puts on two community mobility training conferences with a focus on Upstate NY. Sec. 5311 Transfer.	382833	C09	-	25,000	-	30,000	-	55,000

Gadabout Operations Management Technology (Rural)	Customer management, dynamic scheduling and optimization of trips. Computer- assisted dispatch. Real time bus location information. SCMP 2020 capital and transfer from 5311 for 2021.	382835	C09	-	365,000	-	-	-	365,000	
Replacement TCAT 40 Ft. Bus (5)	Purchase (5) replacement 40 -ft Diesel Transit Buses for TCAT	382868	C09	-	101,784	56,175	1,010,293	368,488	1,536,740	
TCAT Transit Facility Project	Rehabilitation or Construction of a TCAT Bus Facility. Transfer from 5311.	*	C09	-	-	-	1,250,000	-	1,250,000	
TCAT Facility Architecture & Engineering	This project supports A & E for a new TCAT Facility. Transfer from Sec 5311	382924	C09	-	250,000	-	-	-	250,000	
Gadabout Replacement Buses (12)	Purchase (12) replacement Paratransit Buses for Gadabout. Transfer from 5311.	382925	C09	-	942,000	-	-	-	942,000	
Capital/Planning Projects Subtotal					7,939,398	9,568,568	6,478,986	8,929,382	2,180,259	34,154,592
Operating Assistance - TCAT	Operating assistance for TCAT. Sec 5311 transfer.	382404	C09	3,316,000	2,168,000	1,658,000	1,658,000	1,658,000	10,458,000	
Operating Assistance - Special Community Mobility Projects (SCMP)	This project supports SCMP-eligible operating assistance projects identified in the Coordinated Plan and ITCTC review process 2017-2020.	382418	C09	250,712	142,000	142,000	142,000	142,000	818,712	
Appalachian Development Transit Program	Operating assistance for mobility services. Transfer from 5311.	382890	C09	23,000	70,336	70,336	70,336	23,000	257,008	
Operating Assistance Subtotal				3,589,712	2,380,336	1,870,336	1,870,336	1,823,000	11,533,720	
Total Section 5307 Program				11,529,110	11,948,904	\$8,349,322	\$10,799,718	\$4,003,259	\$46,630,312	

BUS & BUS FACILITIES (FTA 5339)		PIN#	FUND	2020	2021	2022	2023	2024	5-YEAR TOTAL
Bus & Bus Facilities	Purchase TCAT Replacement Buses (6)	382419		500,000	500,000	500,000	500,000	500,000	2,500,000
Facility Equipment	Replace Facility Generator in Transit Facility	382921		322,750					322,750
Buses for Expansion	Purchase (2) TCAT 40 FT. Diesel or Electric Buses - Expansion	382922		842,006					842,006
Total Section 5339 Program				1,664,756	\$500,000	\$500,000	\$500,000	\$500,000	3,664,756

ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES (FTA 5310 - Urban)		PIN#	FUND	2020	2021	2022	2023	2024	5-YEAR TOTAL
Gadabout Operations Management Technology (Urban)	Customer management, dynamic scheduling and optimization of trips. Computer- assisted dispatch. Real time bus location information.	382835		73,211	74,676	76,170	-	-	224,058
Gadabout Replacement Buses	This project purchases GADABOUT replacement buses identified in the Coordinated Plan.	382867		67,470	-	-	77,693	79,246	224,409
Gadabout Operating Assistance	Operating Assistance for 2020	382929		80,000	-	-	-	-	80,000
Total Section 5310 Program				220,681	\$74,676	\$76,170	\$77,693	\$79,246	\$528,466

FOR INFORMATION PURPOSES ONLY - PROGRAMS MANAGED BY NYSDOT										
ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES (FTA 5310 - Rural)		FOR INFORMATION PURPOSES ONLY - PROGRAM MANAGED BY NYSDOT	PIN#	FUND	2020	2021	2022	2023	2024	5-YEAR TOTAL
GADABOUT Replacement Buses	This project purchases GADABOUT replacement buses identified in the Coordinated Plan.		382422		65,000	65,000	65,000	70,000	70,000	335,000
Total Section 5310 Program					\$65,000	\$65,000	\$65,000	\$70,000	\$70,000	\$335,000
RURAL FORMULA (FTA 5311)										
FOR INFORMATION PURPOSES ONLY - PROGRAM MANAGED BY NYSDOT		PIN#	FUND	2020	2021	2022	2023	2024	5-YEAR TOTAL	
Mobility Management - Way2Go County (Rural)	Way2Go Mobility Management for Tompkins Co. A community mobility education and One Call-One Click service with 2-1-1 Tompkins/Cortland, contracted by Tompkins County. Sec 5311 Transfer.		382828	C09	187,358	237,358	187,358	237,358	187,358	1,036,788
Mobility Management - Way2Go Regional	This project develops and implements a regional mobility management of up to 8 counties. Sec 5311 Transfer.		382832	C09	100,000	162,500	100,000	162,500	100,000	625,000
Mobility Management - Upstate NY Community Mobility Training Conferences	This project develops and puts on two community mobility training conferences with a focus on Upstate NY. Sec. 5311 Transfer.		382833	C09	-	30,000	-	30,000	-	60,000
Gadabout Operations Management Technology (Rural)	Customer management, dynamic scheduling and optimization of trips. Computer- assisted dispatch. Real time bus location information.		382835	C09		700,000				700,000
Replacement Gadabout Paratransit Buses (12)	Purchase (12) replacement Paratransit Buses for Gadabout. Transfer from 5311.		*	C09	-	780,000	-	-		780,000
Operating Assistance - Regional Rideshare	Rideshare consortium of Cornell, I.C., TC3 and County implementing rideshare using Zimride/ Enterprise.		382890	C09	23,000	23,000	23,000	23,000	23,000	115,000
Operating Assistance - TCAT	Operating assistance TCAT. Transfer from Sec 5311		382404	C09	510,000	510,000	510,000	510,000	510,000	2,550,000
TCAT Rural Replacement Buses	Purchase (5) replacement 40 -ft Diesel Transit Buses for TCAT		*	C09		450,000		900,000		
TCAT Transit Facility Project	Rehabilitation or Construction of a TCAT Bus Facility. Transfer from 5311.		*	C09				1,250,000		1,250,000
Total Section 5311 Program					\$820,358	\$2,892,858	\$820,358	\$3,112,858	\$820,358	\$7,116,788
* Anticipated Activity - project number will be added when funds are secured.										

TIP MAPS

Note: Only Capital Projects are mapped.



2020-2024 TIP Projects

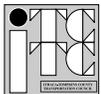
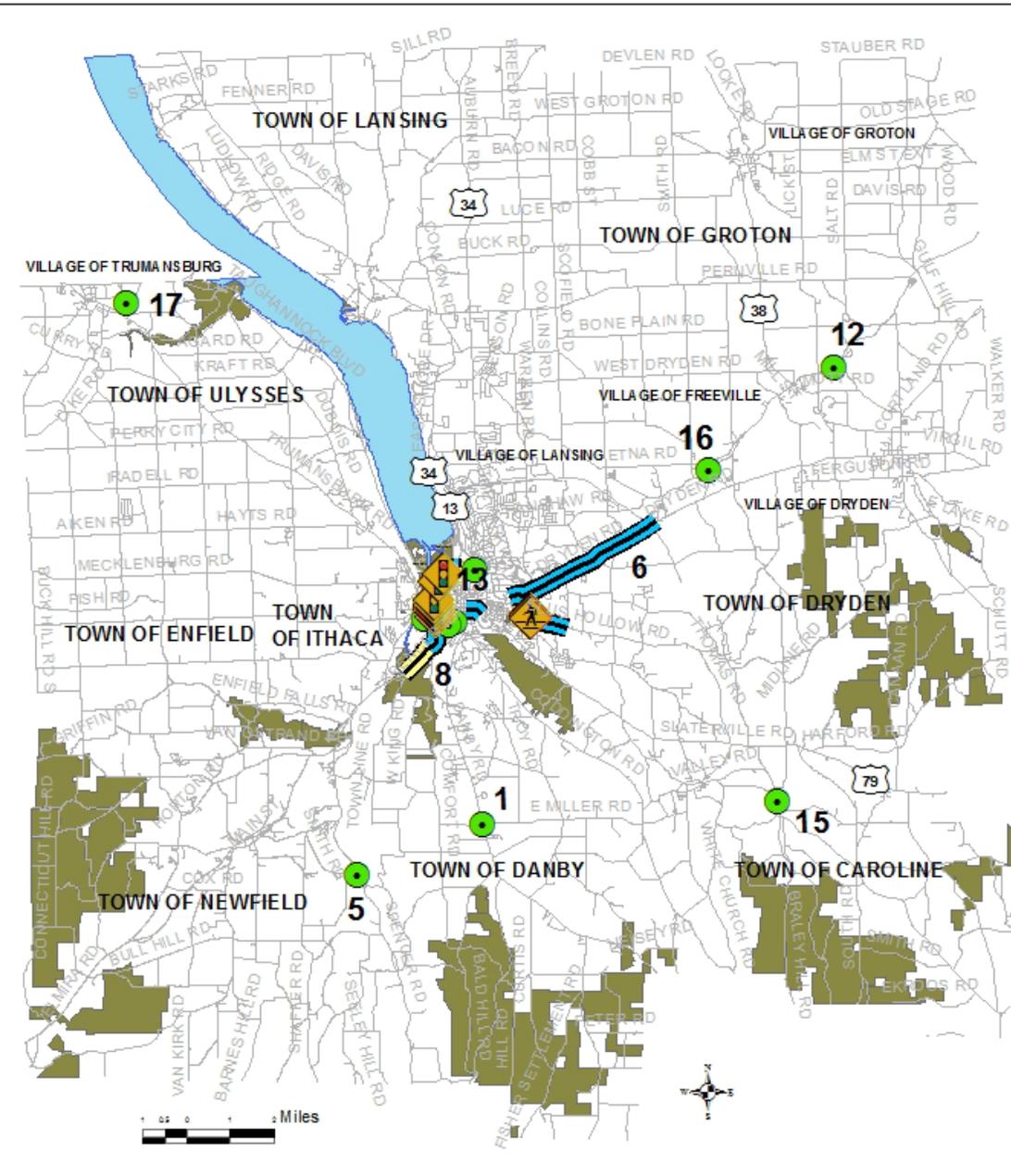
Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

PROJECTS IN TOMPKINS COUNTY

- #1 Rt 96B over Buttermilk Creek Tributary Bridge [301603]
- #2 Rt 13 over Six Mile Creek [305766]
- #3 Paving Rt 13 - Rt13/34/96 to City of Ithaca Line [305767]
- #4 Signalized Safety Improvement Project, Rt 13 [305769]
- #5 Rt 34 over Norfolk Southern RR Bridge Rehab [331439]
- #6 Paving Rt 366 City Line to Rt 13/366 Interchange [360379]
- #7 Cecil Malone Dr over Flood Control Channel [375589]
- #8 Elmira Rd Overlay and Signal Replacement [375592]
- #9 Paving Ellis Hollow Rd [375593]
- #10 Pine Tree Rd - PED Safety Improvements [375610]
- #11 S Cayuga St Over Six Mile Creek [375615]
- #12 Fall Creek Rd over Fall Creek Bridge Rehab [375619]
- #13 State St Mill and Repave [375620]
- #15 Central Chapel Rd, over Boice Creek Bridge [375652]
- #16 Etna Rd over Fall Creek Bridge [375653]
- #17 Cemetary Rd over Trumansburg Creek Bridge [375659]
- #18 South Albany St Bridge over Six Mile Creek [375668]
- #19 Stewart Ave Bridge over Six Mile Creek [375669]

Legend

-  Intersection Safety Improvements
-  Traffic Signal Project
-  Hwy Bridge Project
-  Hwy Paving & Signal Replacement
-  Hwy Paving Project



ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL

2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM

2020-2024 TIP Projects

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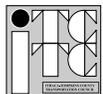
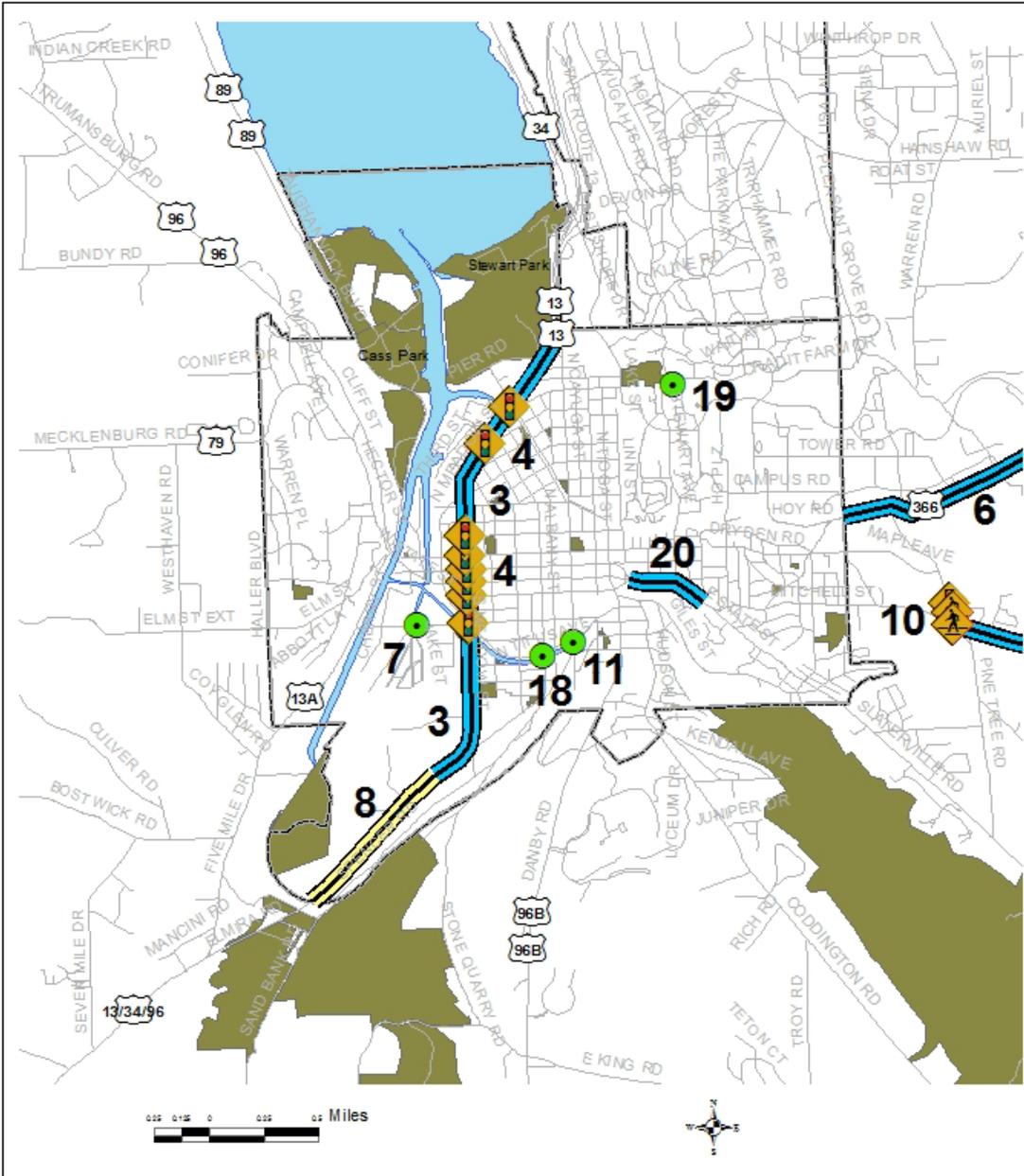
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Legend

-  Intersection Safety Improvements
-  Traffic Signal Project
-  Hwy Bridge Project
-  Hwy Paving & Signal Replacement
-  Hwy Paving Project

Prepared by ITCTC, 3/22/16



ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL

2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM

**HISTORIC BRIDGES & STRUCTURES
ITHACA URBAN AREA**

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane, Central 1985 American Datum

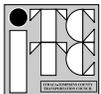
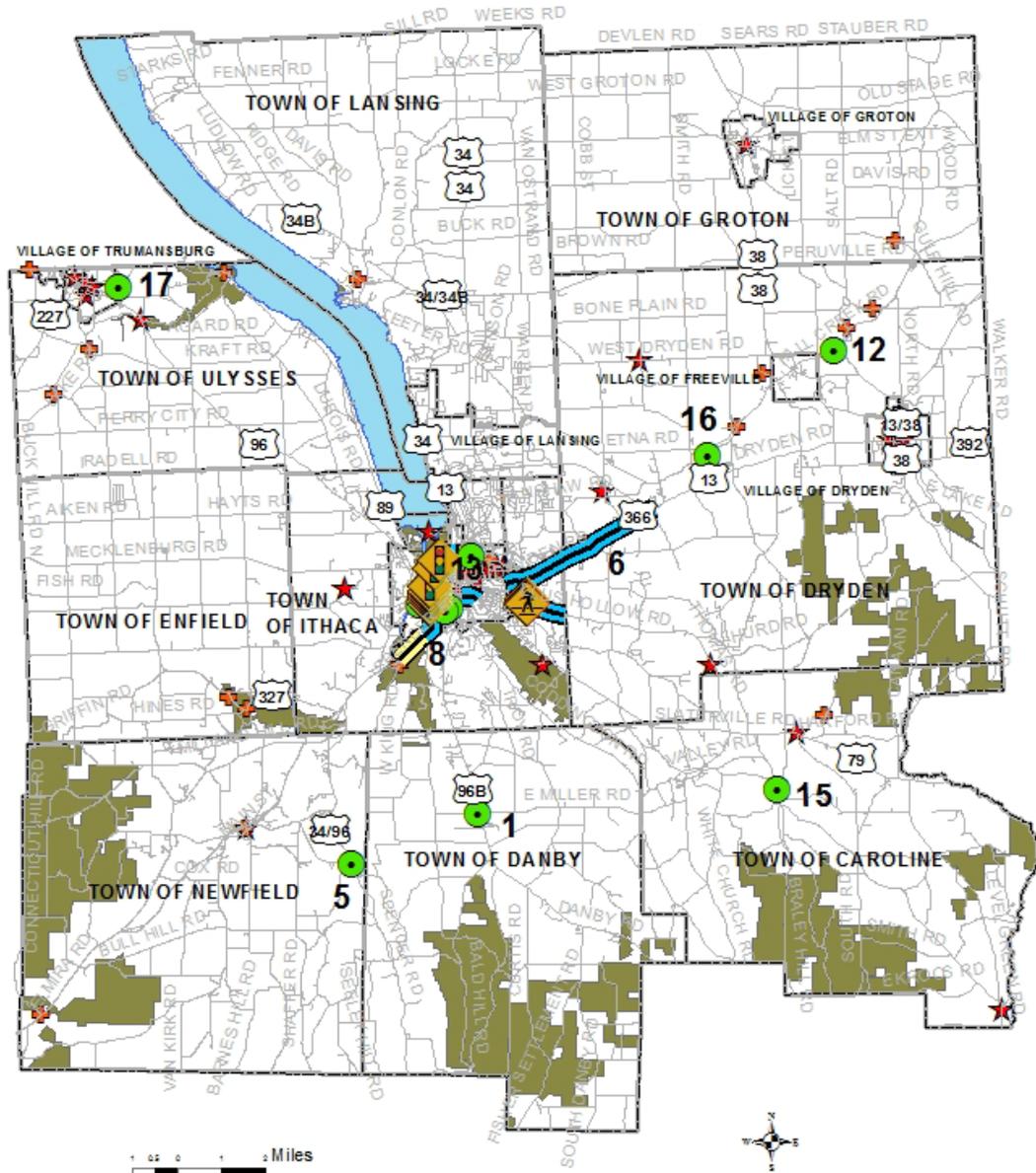
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TOMPKINS COUNTY**

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Legend

-  Intersection Safety Improvements
-  Traffic Signal Project
-  Hwy Bridge Project
-  Hwy Paving & Signal Replacement
-  Hwy Paving Project
-  Historic bridges
-  Historic structures

Prepared by ITCTC, 3/22/16



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

HISTORIC BRIDGES & STRUCTURES ITHACA URBAN AREA

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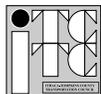
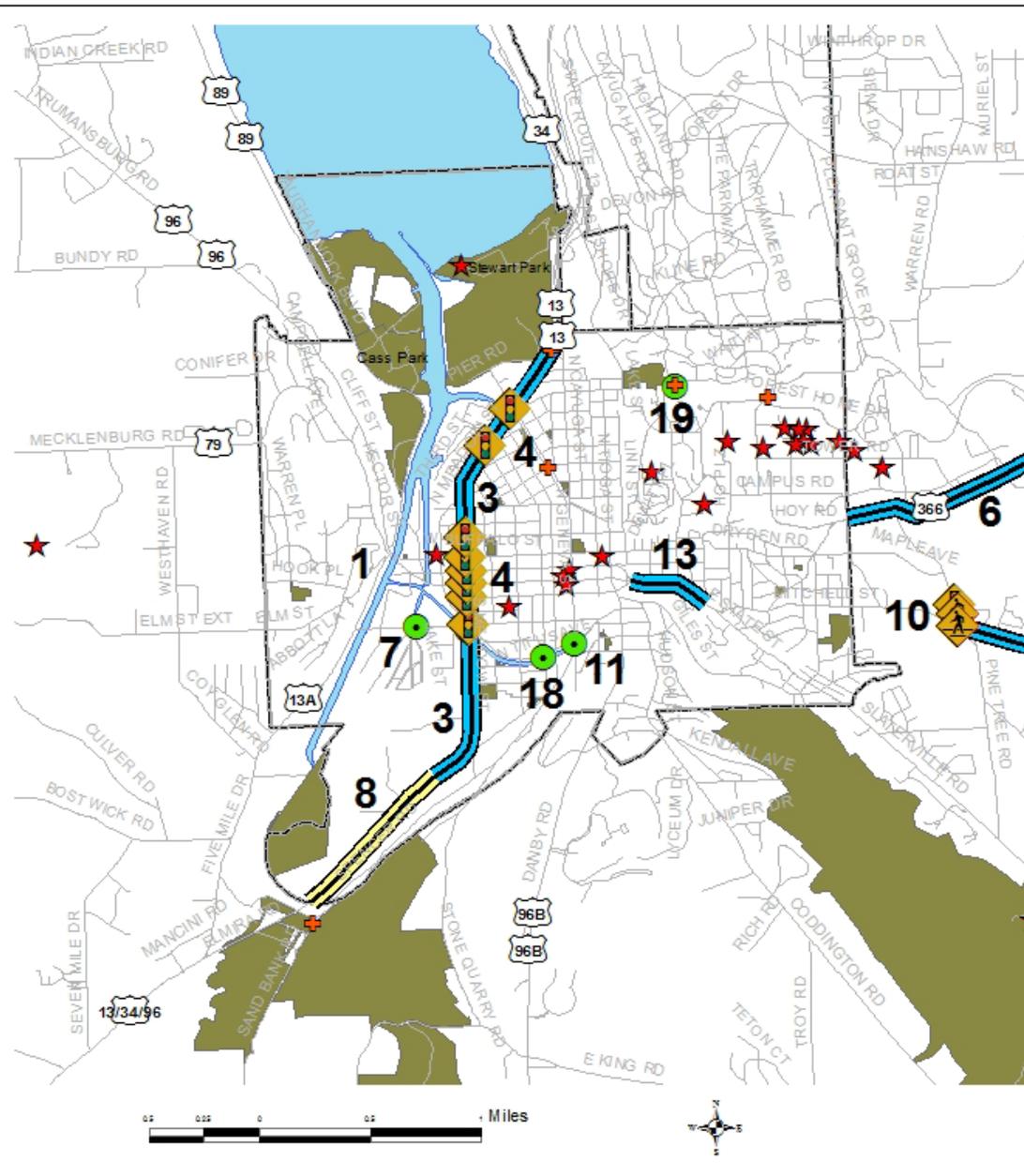
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Legend

-  Intersection Safety Improvements
-  Traffic Signal Project
-  Hwy Bridge Project
-  Hwy Paving & Signal Replacement
-  Hwy Paving Project
-  Historic bridges
-  Historic structures

Prepared by ITCTC, 3/22/16



ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL

2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM

**AREAS BELOW MEDIAN HH INCOME
2014 CENSUS ACS - COUNTYWIDE**

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New York State Plane Central 1983 American Datum

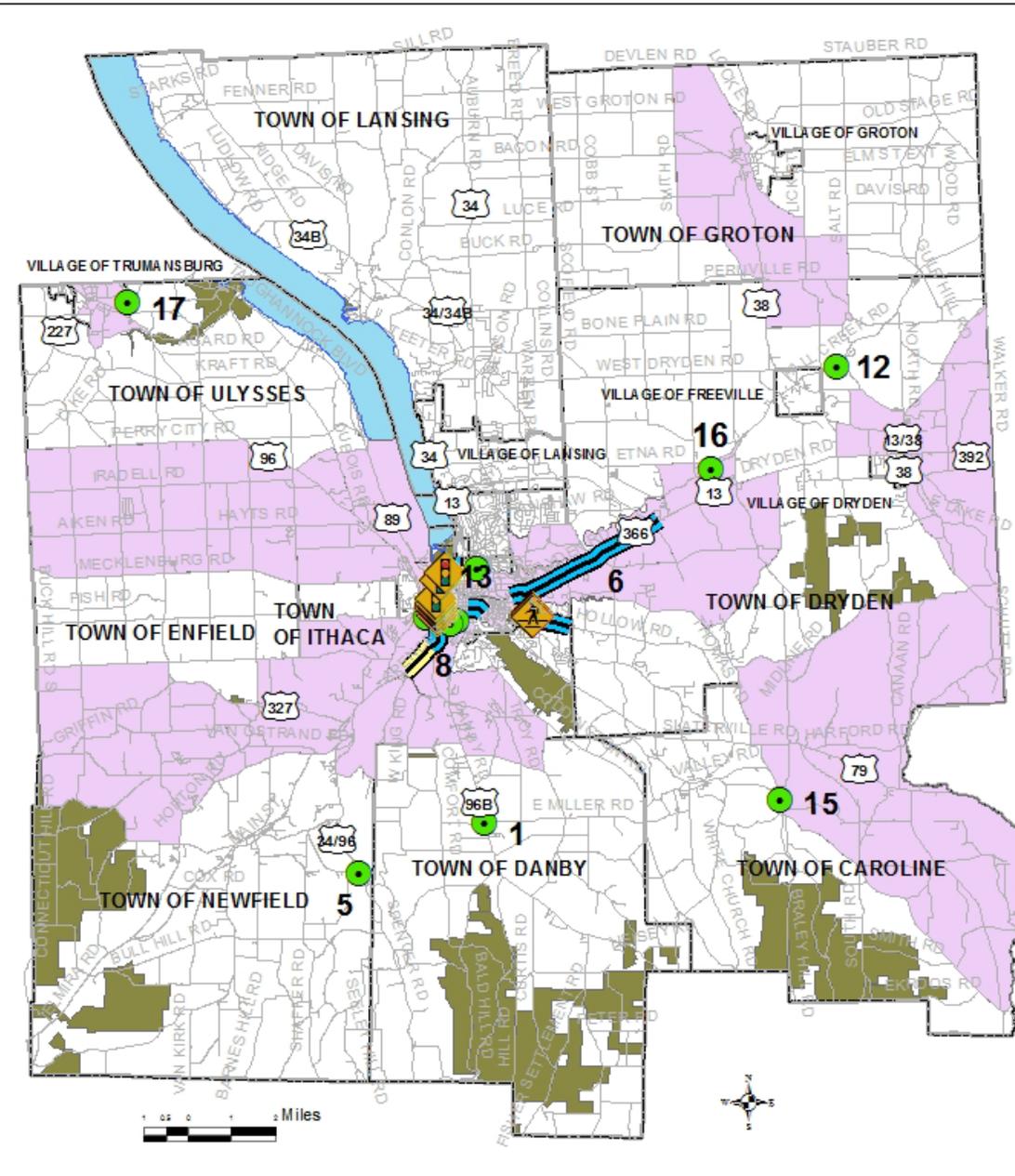
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Legend

-  Intersection Safety Improvements
-  Traffic Signal Project
-  Hwy Bridge Project
-  Hwy Paving & Signal Replacement
-  Hwy Paving Project
-  Census ACS - HHs w/Low Income

Prepared by ITCTC, 3/22/16



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

**AREAS BELOW MEDIAN HH INCOME
2014 CENSUS ACS - ITHACA URBAN AREA**

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

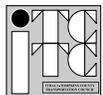
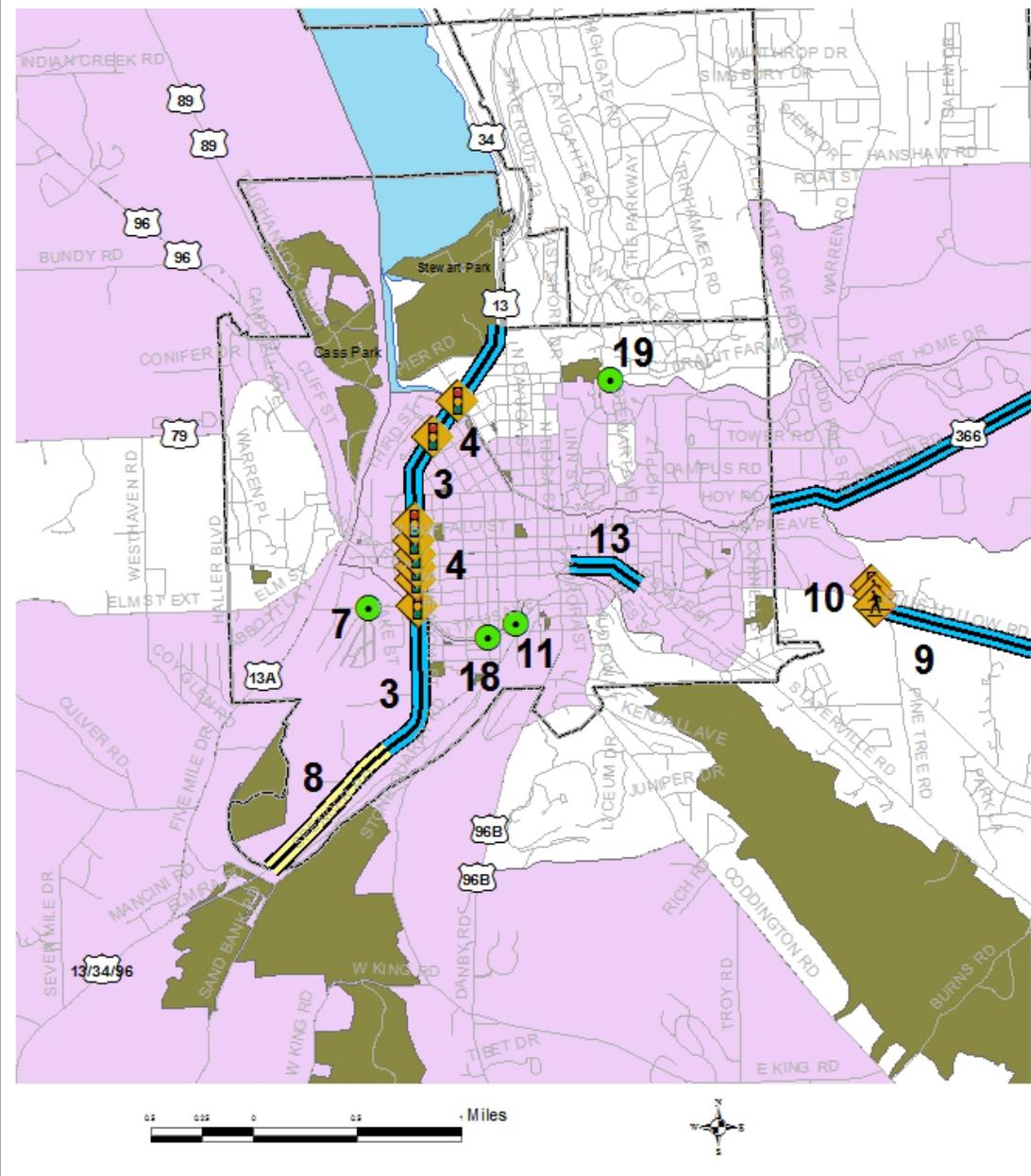
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Legend

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-  Traffic Signal Project
-  Hwy Bridge Project
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-  Hwy Paving Project
-  Census ACS - HHs w/Low Income

Prepared by ITCTC, 3/22/16



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

**MINORITY POPULATION
2010 CENSUS**

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

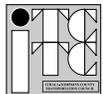
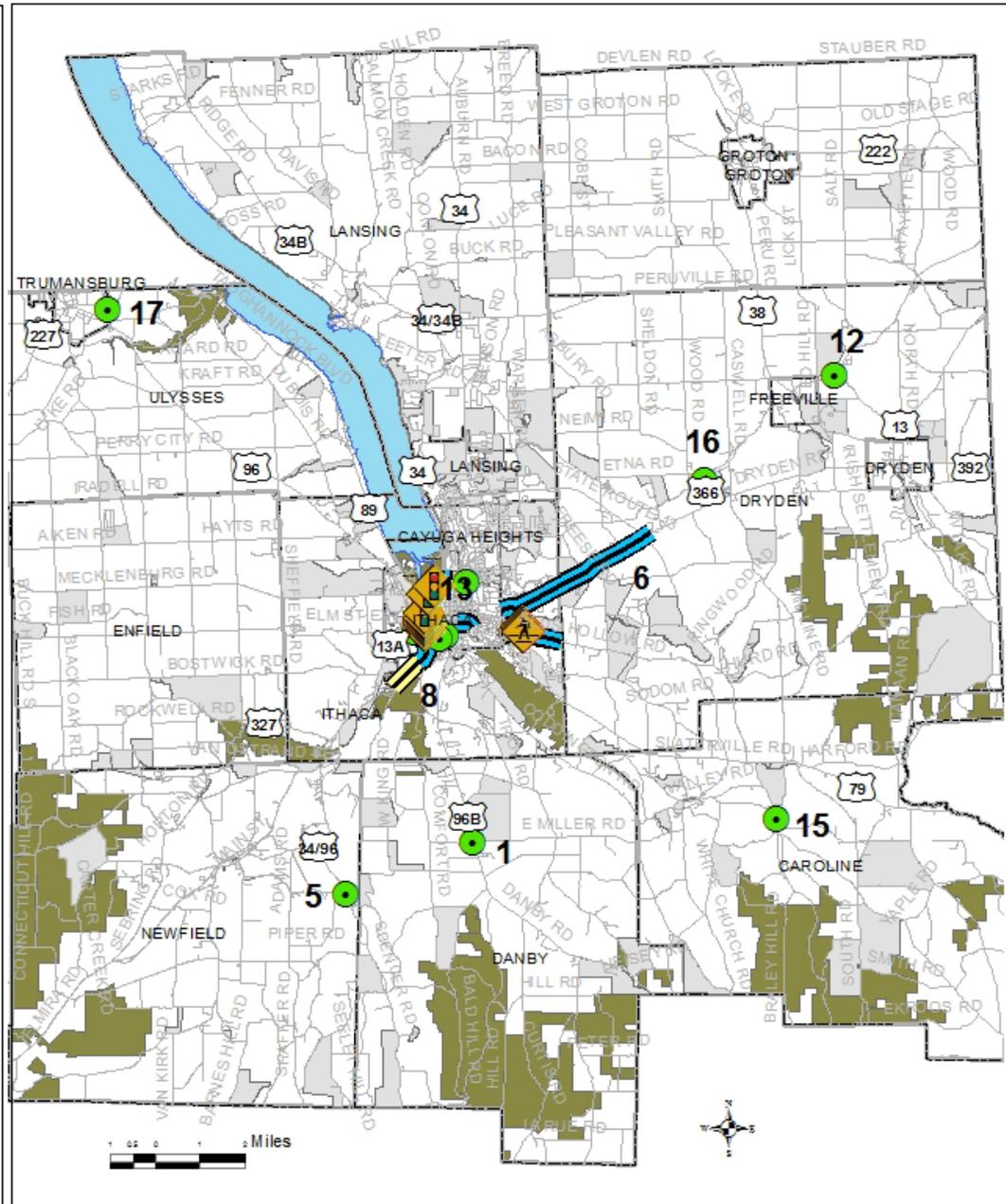
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Legend

-  Intersection Safety Improvements
-  Traffic Signal Project
-  Hwy Bridge Project
-  Hwy Paving & Signal Replacement
-  Hwy Paving Project
-  2010 Census Blocks w/ minority population > C County AVG

Prepared by ITCTC, 3/13/19



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

**MINORITY POPULATION
2010 CENSUS - ITHACA URBAN ITHACA**

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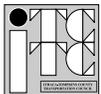
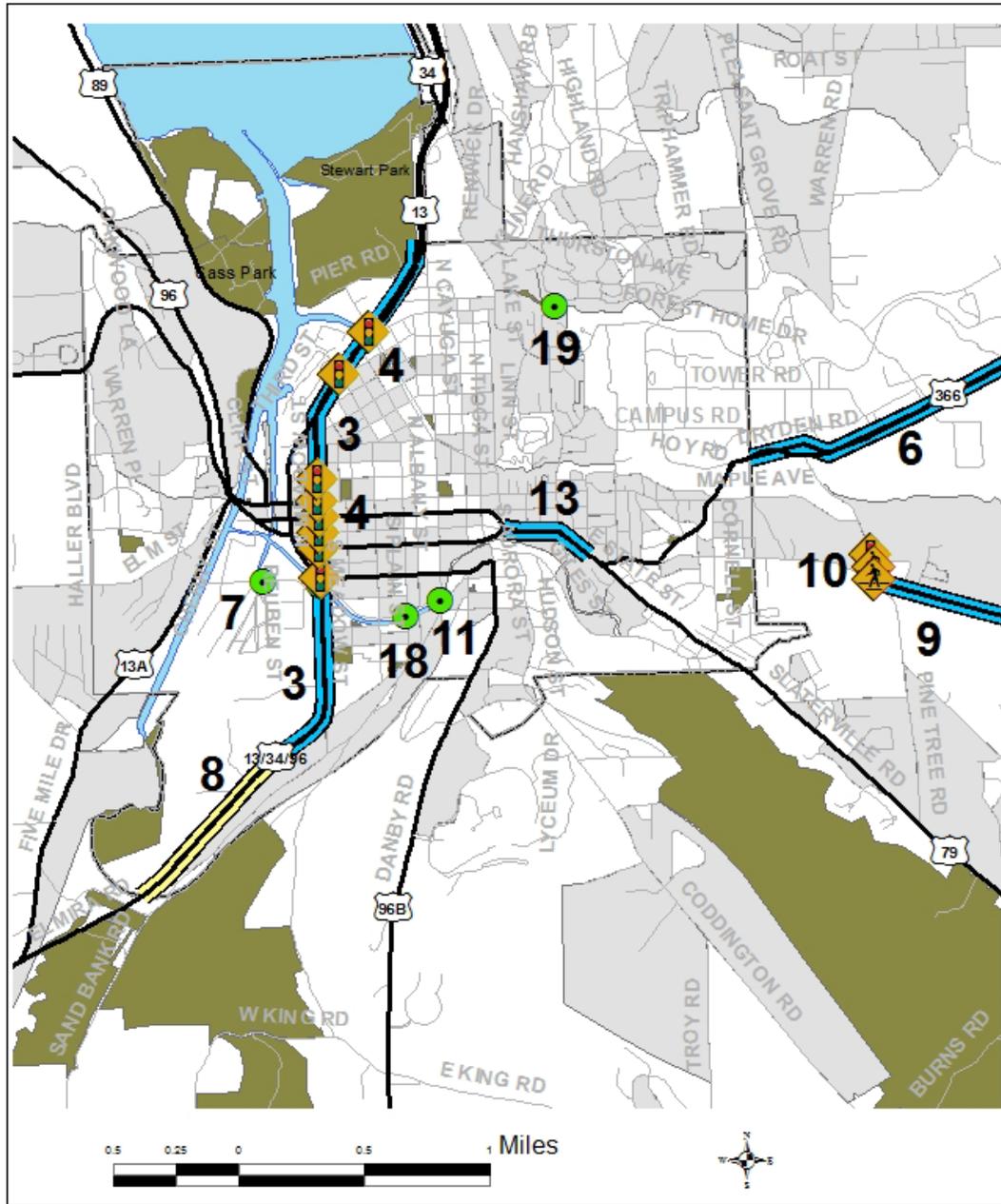
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Legend

-  Hwy Bridge Project
-  Traffic Signal Project
-  Hwy Paving & Signal Replacement
-  Hwy Paving Project
-  Intersection Safety Improvements
-  2010 Census Blocks w/ minority population > County AVG

Prepared by ITCTC, 3/13/19



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

**SENIOR POPULATION (>= 65 years old)
2010 CENSUS - COUNTY WIDE**

Prepared by the Ithaca Tompkins County Transportation Council
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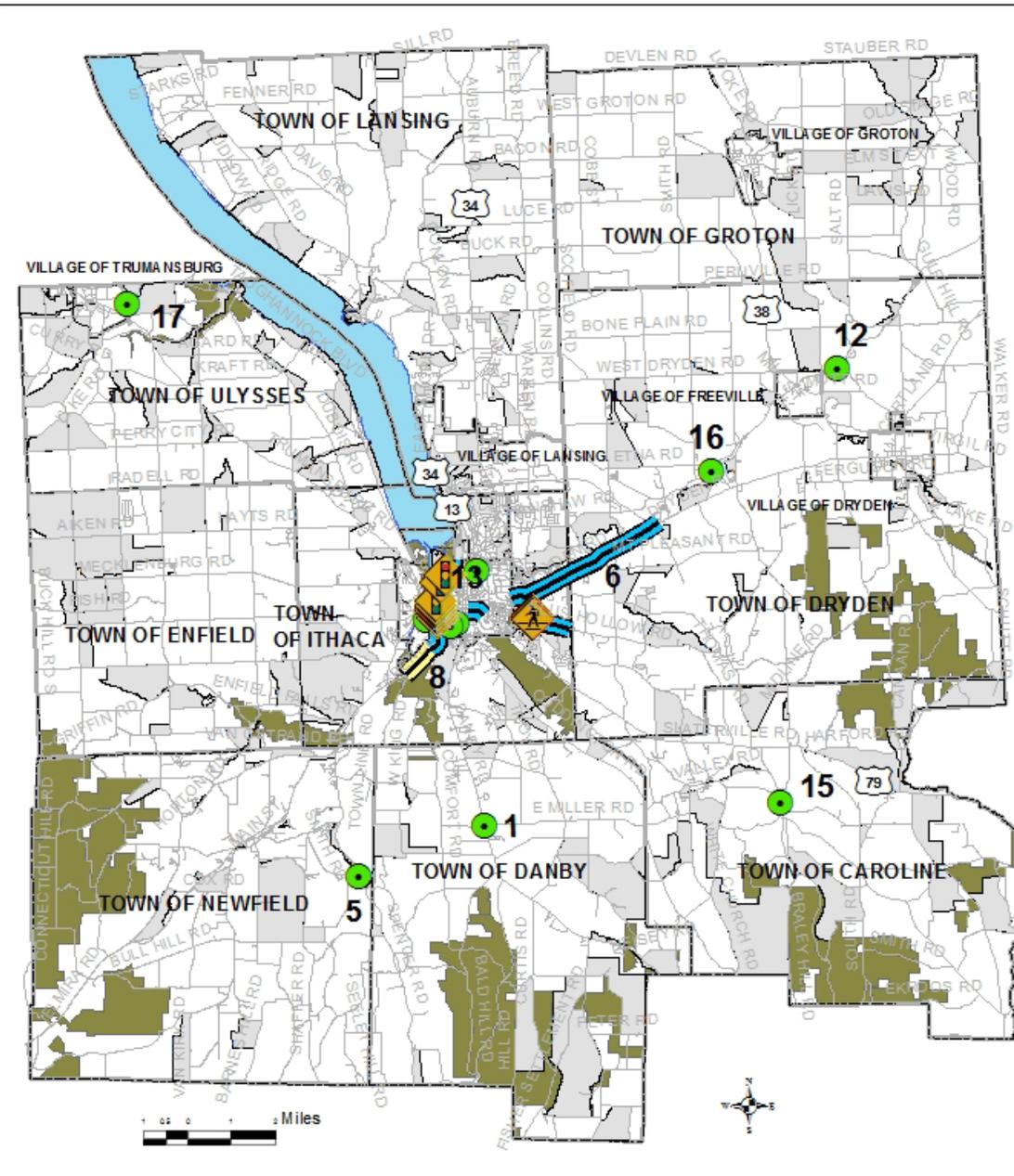
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Legend

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-  Traffic Signal Project
-  Hwy Bridge Project
-  Hwy Paving & Signal Replacement
-  Hwy Paving Project
-  2010 Census: Fam HHs w/ > 65 age

Prepared by ITCTC, 3/22/16



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

**SENIOR POPULATION (>= 65 years old)
2010 CENSUS - ITHACA URBAN AREA**

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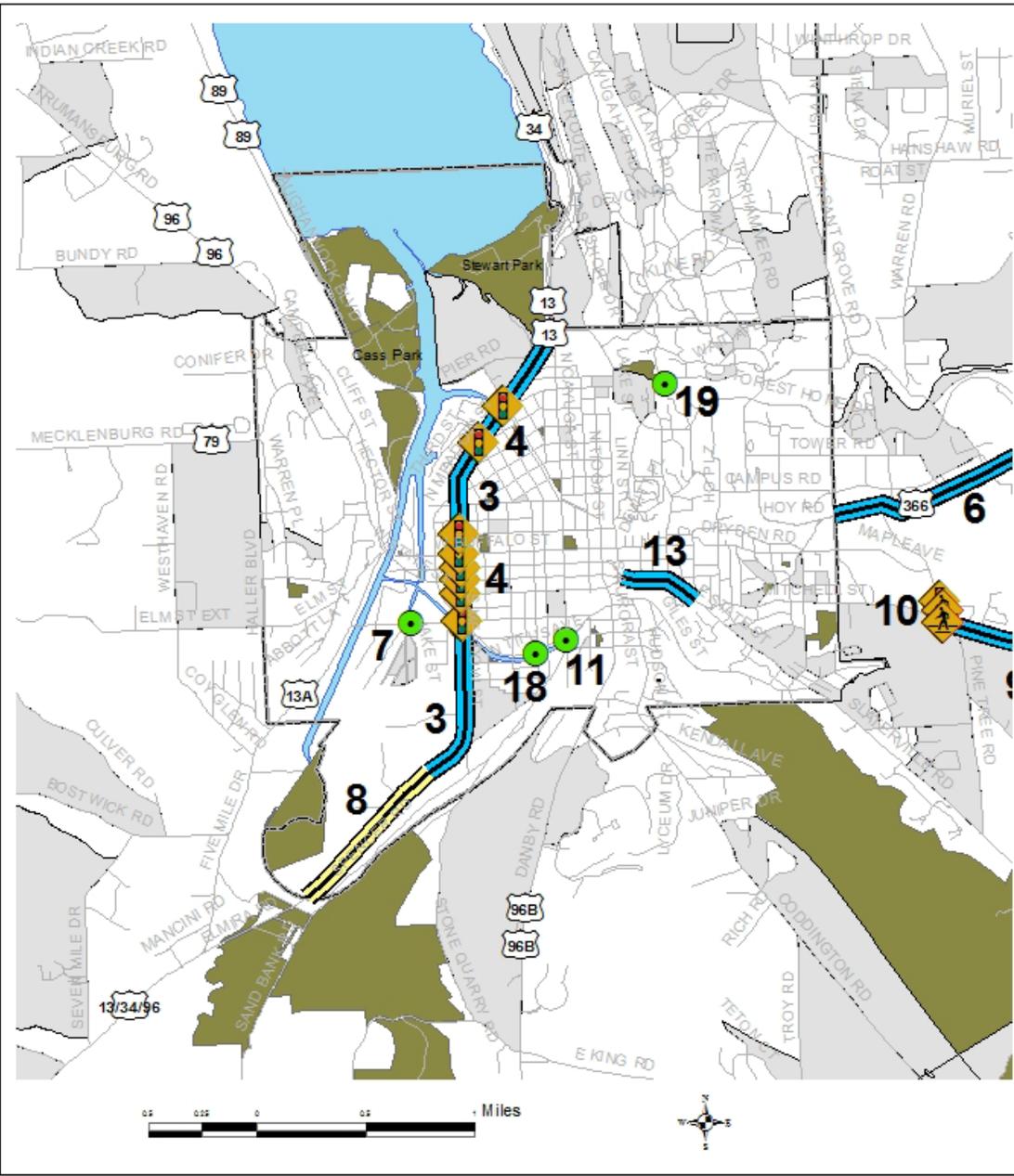
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**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
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**UNAS, FEDERAL AND DEC WETLANDS
COUNTYWIDE**

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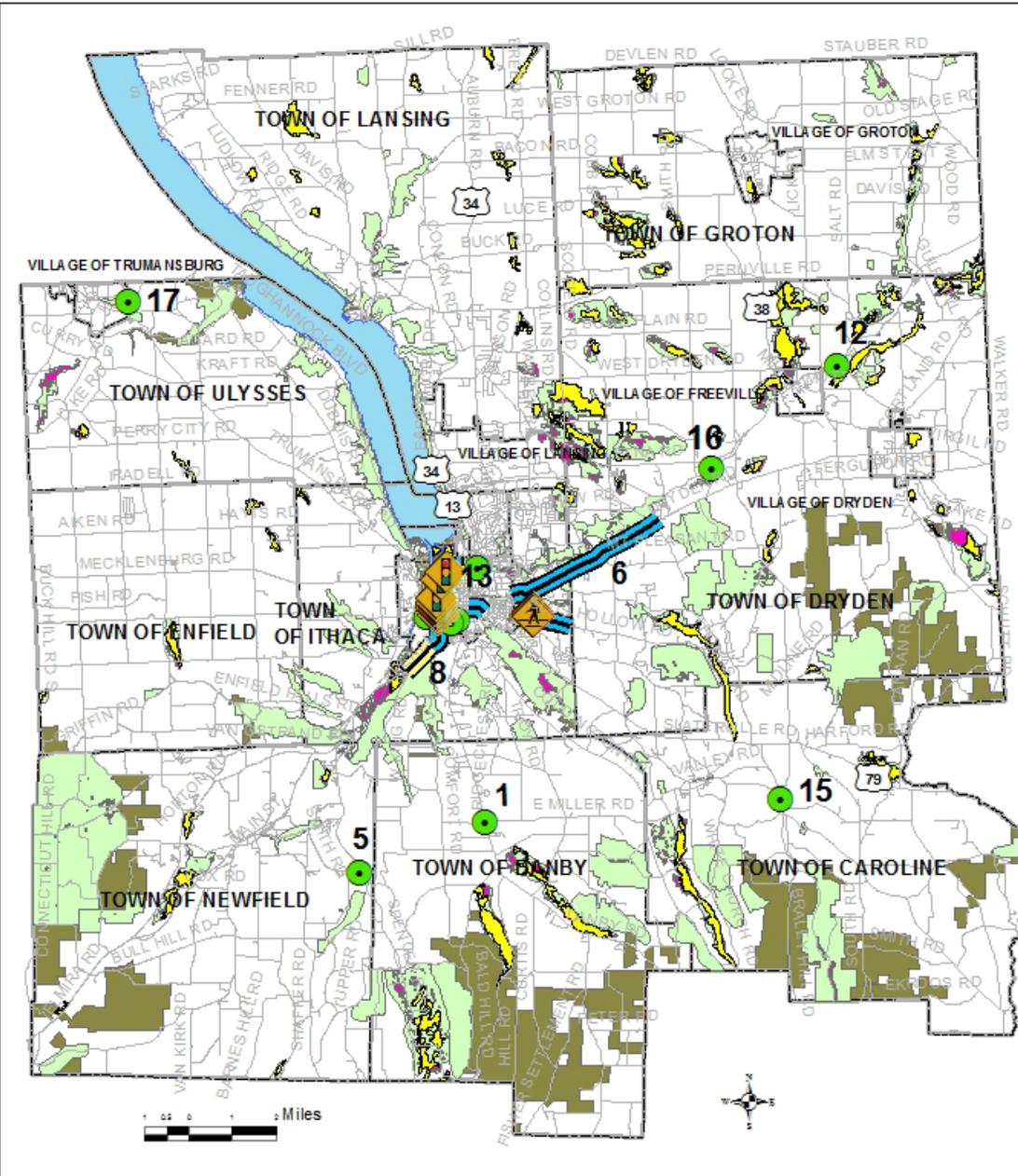
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-  Hwy Paving & Signal Replacement
-  Hwy Paving Project
-  DEC wetlands
-  Fed wetlands
-  Unique Natural Areas

Prepared by ITCTC, 3/22/16



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

**UNAS, FEDERAL AND DEC WETLANDS
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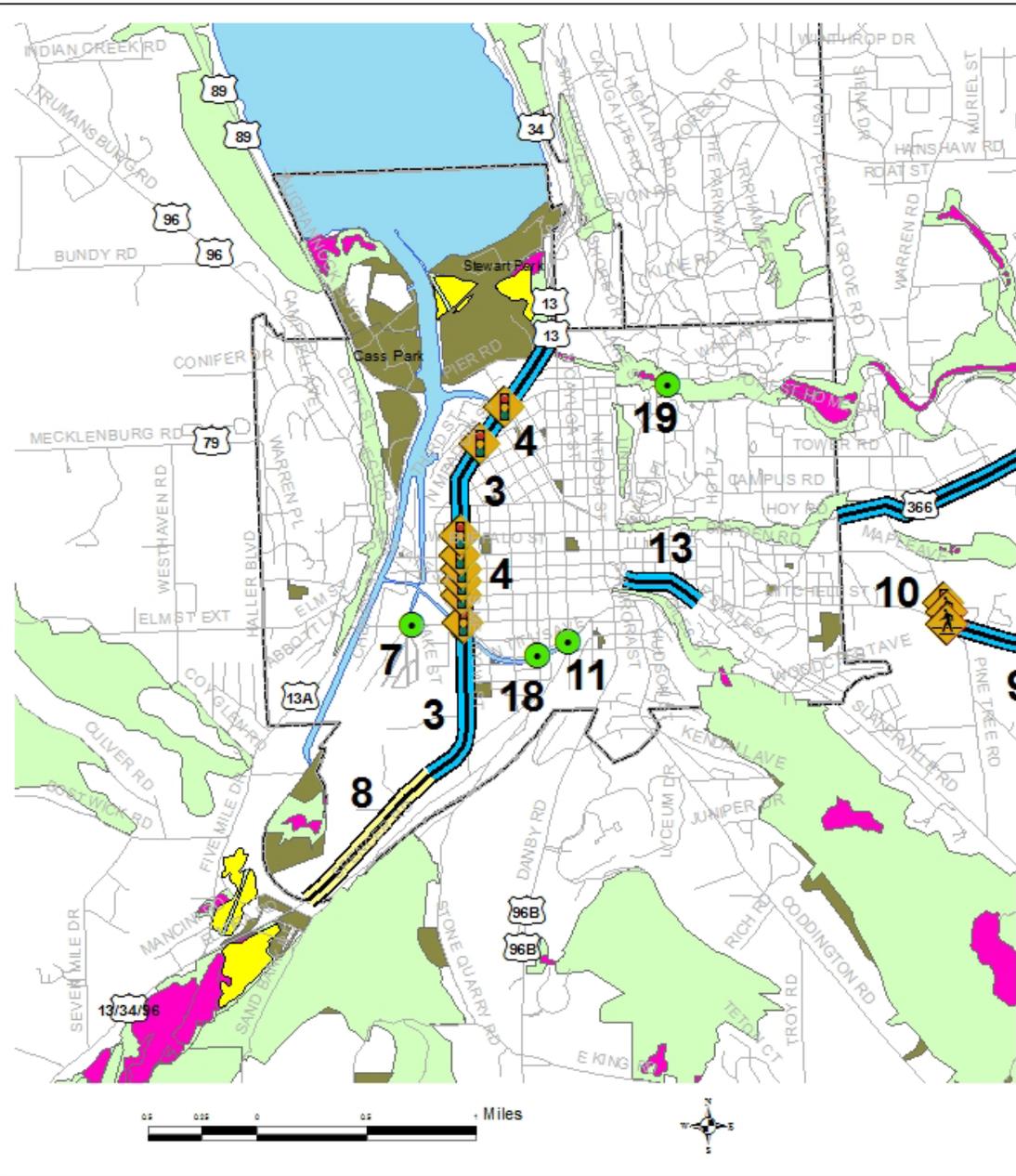
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TRANSPORTATION COUNCIL**

**2020-2024
TRANSPORTATION IMPROVEMENT
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END OF DOCUMENT

